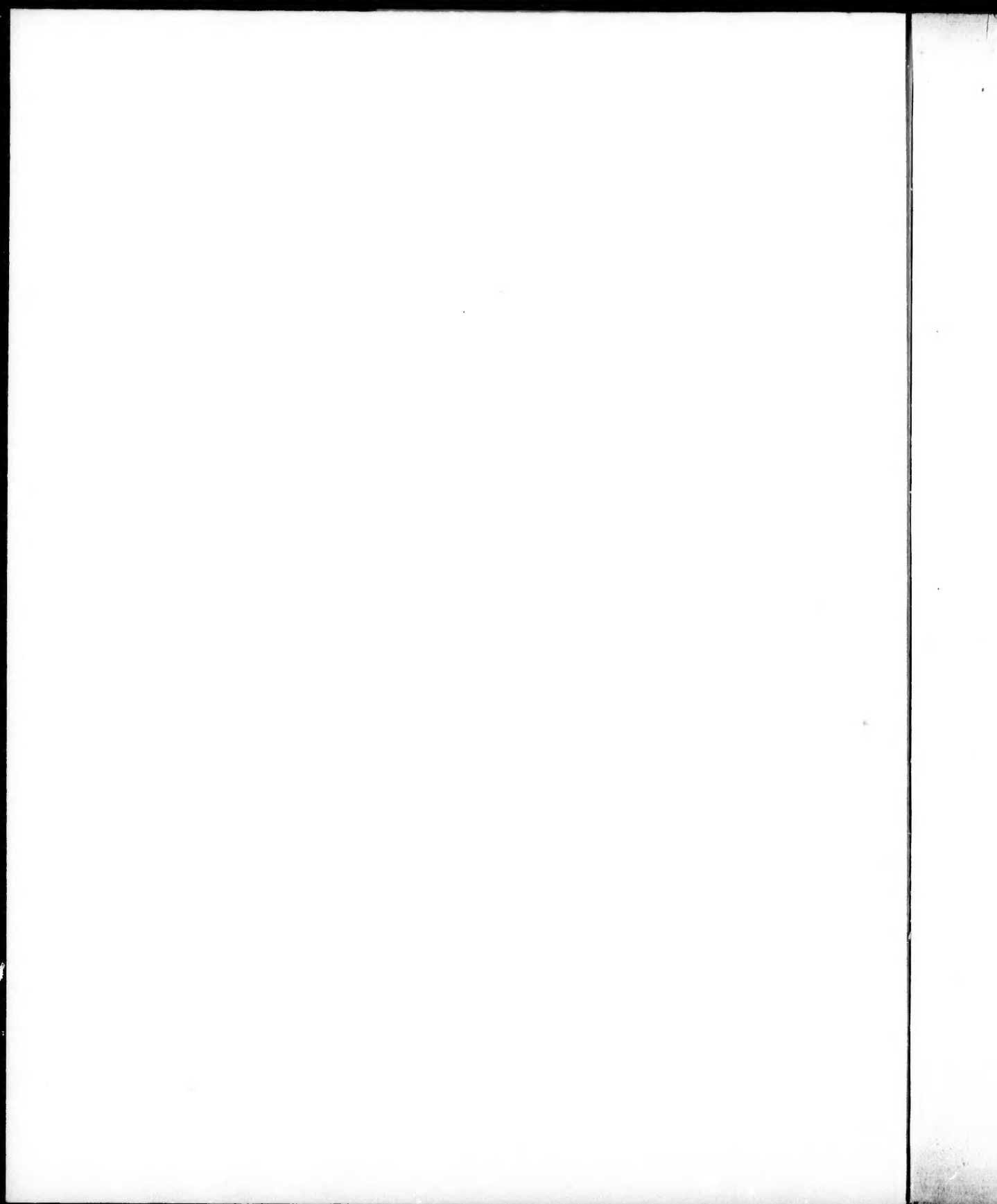
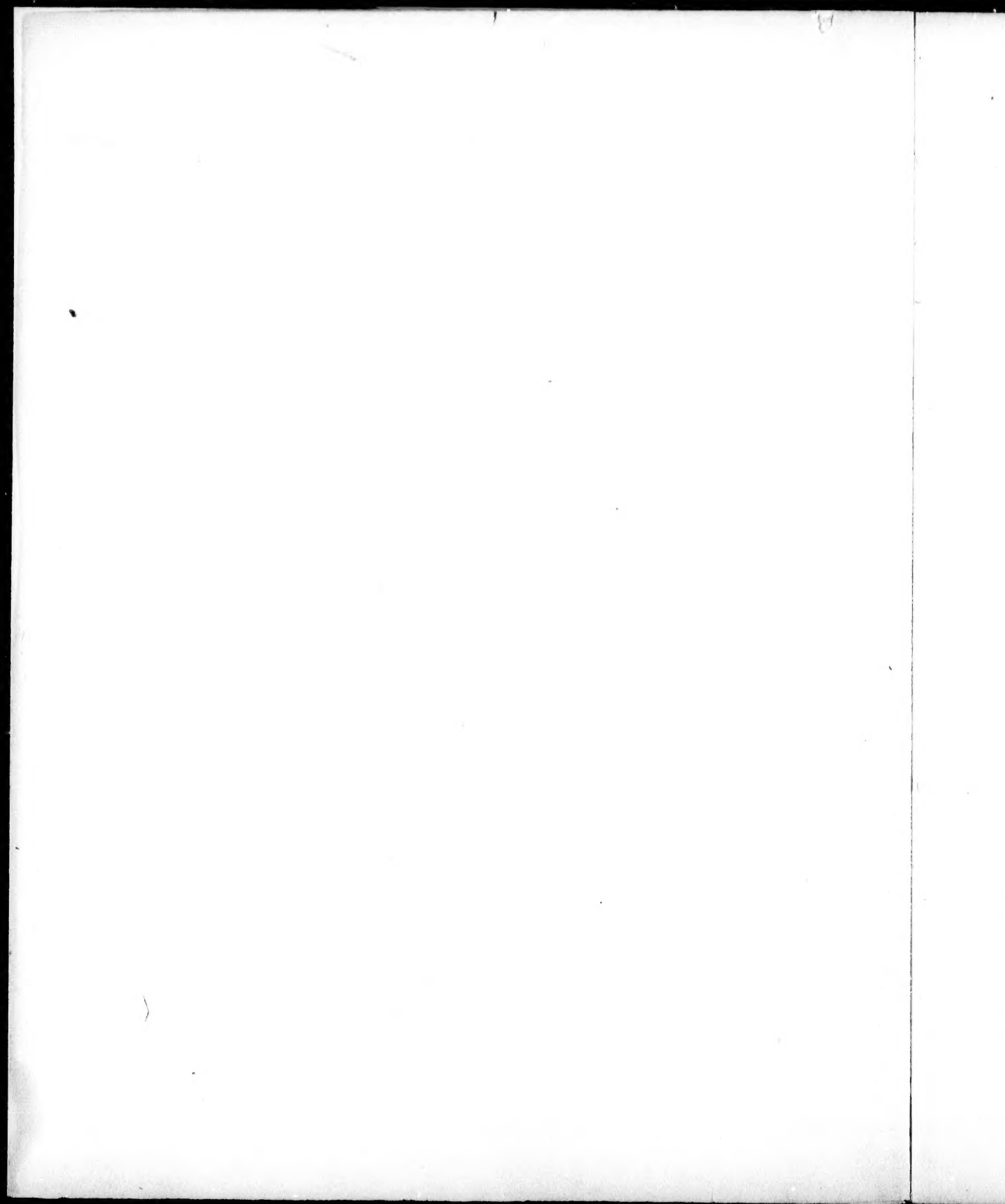




Blundell

STATISTICAL AND PRACTICAL
OBSERVATIONS,

&c. &c.



13

STATISTICAL
AND
PRACTICAL
OBSERVATIONS,
RELATIVE TO THE
PROVINCE OF NEW-BRUNSWICK,
PUBLISHED FOR THE INFORMATION OF
EMIGRANTS.

BY
ALEXANDER WEDDERBURN,
EMIGRANT AGENT,
AND
SECRETARY TO THE LATE AGRICULTURAL AND EMIGRANT SOCIETY,
AT
SAINT JOHN, NEW-BRUNSWICK.

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INTRODUCTORY NOTICE,

&c.

GOVERNMENT OFFICE FOR EMIGRANTS, }
Saint John, New-Brunswick. }

THE matter contained in the following pages, and now given to the public, arose solely from an official circumstance and from no presumptuous motive of the author, to herald himself forth as a statistician of the Province, although his duty draws him much into consideration of those important topics and calls upon him to promulgate his enquiries and opinions for the information of persons who may entertain a desire to emigrate from the United Kingdom to New-Brunswick.

On the second of April, therefore, a circular communication was received from a Society in Ireland, composed of Noblemen and Gentlemen, under the name of the "*Limerick Emigrants' Friend Society*," requiring such information as might be considered useful to the objects of their solicitude, and in whose cause their patriotic institution had taken so active and benevolent a participation.

In consequence of this official requisition, no time was lost by the Emigrant Agent in adding his humble aid to their philanthropic design; and, accordingly, on the fifth of the same month, a letter was addressed, as directed, through the Colonial Office, to the Secretaries, the substance of which is detailed in the following queries and replies. But, to render the subjects treated of more perspicuously obvious to persons interested, and less dry than a mere copy of the correspondence would have proved to be, the questions propounded in the printed paper have been detached and answered in a catechetical form, under their various heads—as Labour—Land and Agriculture—Trade—Roads—Education—Taxation—Miscellaneous, &c. &c. to which has been added some further information, the result of practical acquaintance with emigration; with localities and topographical details, which may prove useful to future Emigrants, whose embryo designs may still require a maturing monitor.

In undertaking this task, however, many difficulties have presented themselves ; and none, but a resident can be fully aware of the deplorable deficiency of accurate statistical records in the country, although its infancy has attained the age of more than half a century. Whatever subject, nevertheless, is herein treated of, has been with assiduity enquired into, and developed with fidelity. The paucity of this information is, however, much to be regretted on high public considerations, for it is already evident, that the more the resources of the country are examined, the more are its capabilities made manifest, and its present and prospective intrinsic value as an integral portion of the empire made properly known, and must thereby tend to continue its due appreciation in the eyes of the British Government. Wise, generous and protecting as that Government is to her Provincial offspring and their interests, it is no just cause of surprise that, with little better than mere hypothetical data as her guide, she should sometimes be led to assume a course of Colonial policy at variance with her constant good intentions towards them. But, whenever such results do occur, (and unfortunately they will occur in the best regulated governments,) it should be well remembered here, that as yet, sufficient information has not been transmitted to enable her to banish any theoretical principles of policy that may exist in her administration of their affairs, and to substitute in its stead a more safe and useful course, founded upon accurate information—and the practical application of liberal and enlightened views springing from that most wholesome fountain.

Without recapitulating the Resolutions passed at the general meeting of the society referred to, their object will be best explained and understood, by inserting their letter and questions, and also will help to elucidate the author's reasons for sending forth the correspondence in its present form, and his desire to render it as useful as possible to all classes of Emigrants, but particularly to the labouring classes, to persons of limited capital or means, who are in general surrounded with small and increasing families.

(COPY.)

" SIR,—

" We have the honour to transmit to you the Resolutions of a Society, which has been formed in Limerick, for the purpose of affording information to persons desirous to emigrate. As the Committee are desirous to procure, from competent persons in the Colonies, correct and exact intelligence with reference to particular districts, we are directed to request that you will aid in the philanthropic objects the Society has in view, by answering the following queries ; and at the same time, that you will be pleased to add any further information which you think may be useful in advancing its objects."

QUERIES.

LABOUR.

1. What are the usual wages of Labourers?—Distinguish particularly the wages of Agricultural Labourers from the different sort of Artificers, as Smiths, Carpenters, Masons, &c.
2. What description of Labourers is most in request?
3. At what number do you estimate the total population comprised within a circle of ten miles in every direction, from the point at which you reside, or within your Township?
4. How many Emigrants could be annually absorbed or located with advantage as settlers within this district?

LAND AND AGRICULTURE.

1. What is the usual price per acre of cleared Land?
2. What is the usual price per acre of uncleared Land?
3. What is the expence, per acre, of clearing Land?
4. What is the ordinary return of produce of different descriptions yielded by an Acre of cultivated Land?
5. What is the ordinary return of process of Farming Stock, as Agricultural implements, milch Cows, Sheep, Horses, Pigs, &c.?
6. What amount of food, beyond what is required for home consumption is annually produced in your district?
7. Is there much land in your neighbourhood still ungranted and open for sale?

TRADE.

1. Of what articles does the trade of your district principally consist?
2. What is your nearest Market Town?
3. What description of shop-keepers are most wanted in the towns in your neighbourhood?
4. State the prices of ordinary articles of consumption, as bread, beef, mutton, butter, candles, soap, spirits, wine, tobacco, malt liquor, tea, coffee, sugar, &c. clothing, &c.

5. Are there any manufactures in your neighbourhood? If any, of what description?

ROADS.

1. What is the state of Roads in your neighbourhood?
2. What facility in the way of water carriage do you enjoy?
3. What is the easiest and cheapest mode of arriving at your settlement?

EDUCATION.

1. What is the state of education in your district?
2. Are Clerks and Schoolmasters wanted?
3. Is there much facility for the purchase of Books?
4. What newspapers circulate in your neighbourhood?

TAXATION.

1. To what local taxation are you subject?

MISCELLANEOUS.

1. What is the general character of your climate?
2. Are there any mines or mineral indications in your district? Is coal found in abundance?
3. Are you in want of Medical men or Clergymen in your district? What remuneration would persons of these professions be likely to receive, in case they should emigrate to your neighbourhood?
4. Would persons in the rank of gentlemen, going out with a capital of from £300 to £1000, have a good prospect of obtaining an independence on your settlement?
5. What articles of Stock, farming Utensils, Clothing, &c. would you recommend an Emigrant to take out with him?
6. Are there any legal or technical difficulties connected with the sale, transfer, successive or testamentary disposition of property in your settlement? &c. &c.

(Signed)

WILLIAM S. O'BRIEN,
MICHAEL KEATING,
SECRETARIES.

On perusing those enquiries, it will be observed, that they imply no necessity on the part of the respondent, to enter upon any historical account of the political causes which led to the disseverance of the British American Colonies, and the subsequent erection of this County, then Sunbury, in Nova-Scotia, into the separate Province of New-Brunswick—an event which took place in the year 1783, after the restoration of peace with those Provinces, which now bear the name of the United States. At that period, numerous loyal adherents to the legitimate government resorted hither for a shelter and an asylum from the scourge of disaffection and the horrors of civil discord. Emigrants from England, Scotland and Ireland, composed of Mariners, Merchants, Professional men, Farmers and Mechanics, also arrived, with industry, credit, capital and education, to prosecute their respective avocations ; whilst others, of a different origin, had, from an earlier period, located, and were pursuing theirs on the most eastern and inland sections of the country ; and the results of their whole combined exertions may now best be estimated by the plain statistical replies to the foregoing questions, which are embodied in the present practical essay—and we therefore proceed to detail them in the manner set forth for the use of those for whom they were designed.

ADVERTISEMENT.

During the period these pages were passing through the Press, a very material advance has taken place in all descriptions of labour—common and mechanical—affording additional encouragement for Emigrants to direct their course hither, and become residents in the Province.

ERRATA.

Page 22—Read—Imports, £783,474—Exports, £545,075.

28 „ All Revenues, £88,904 Currency.

36 „ Real Estate.

37 „ Voluntarily.

38—Add—Courts for the recovery of small debts in almost every Parish in the Province.—In cases of intestacy, the personal property is distributed much the same as in England.

50—Read—Maritime.

85—In referring to the Table of Imports and Exports, readers will allow the value of Freights of Exports to the various countries, whither they are consigned.

STATISTICAL OBSERVATIONS,

&c.

LABOUR.

1. QUESTION.—“*What are the usual wages of Labour in the district where you reside?—Distinguish particularly the wages of Agricultural Labourers from the wages of the different sorts of Artificers, as Smiths, Carpenters, Masons, &c.?*”

ANSWER.—The following are the rates of wages of the different classes of workmen here. Sawyers of boards and deals, in mills, receive from £3 to £5, currency, per month, or about 6s. 6d. for every thousand superficial feet of merchantable lumber; Ship-carpenters, 4s. 6d., 5s. 6d. and 7s. a-day; House-joiners, about the same; Cabinet-makers are generally paid by job-work; Masons, 6s., 7s. and 8s. per day; Blacksmiths' wages average £4 a month, or are paid by job-work; common Labourers, 2s. 6d., 3s. 6d. and 4s. per diem—the last rate being usually paid to those employed on board of vessels, where they are generally found in food. Mechanics of peculiar qualifications, as foremen, &c. have 7s. 6d., 9s. and 10s. a-day. By a prevalent custom of the country, however, a portion of those wages is paid in goods of different descriptions, from the stores of the employers, or elsewhere, by order. On the merits or demerits of the practice, we are not called upon to answer, and, therefore, merely state the existence of the fact, without further comment. Agricultural Labourers receive £1 10s. to £2 a-month, or £15 to £25, when hired by the year. Grooms and male household Servants the same; and Females of all work, from 10s. to 20s. a-month.

2. QUESTION.—“*What description of Labourers is most in request?*”

ANSWER.—Those Labourers are most in request who can apply themselves to the general work of a commercial town—namely, loading vessels with timber, lumber fish, &c. with the detail manual labour connected with trade, as also those who have

ability to perform ordinary rural labour during seed time and harvest : two periods of the year requiring, in this country, from the rapid alternation of the seasons, an active and increased number of labourers in the fields of husbandry, beyond those afforded by the native population ; on which account and others, attention will be hereinafter claimed to the advantages of an Emigrant arriving at an early period of the year.

After these replies were in type, many instances of a higher rate for common labour occurred, and therefore it is, that the advantage of early arrival is anxiously pressed upon emigrants. Even now, to 7s. per day for labourers on board of ships, and 7½d., 9d. and *one shilling per hour* for job work on shore.

3. QUESTION.—“ *At what numbers do you estimate the total population, comprised within a circle extending ten miles in every direction, from the point at which you reside or within your Township ?* ”

ANSWER.—A census of the population has just been completed, by which it appears that the total amount in the Province is 119,457 souls, the division of which throughout the different counties will be found in a subsequent statistical table, appended to those enquiries ; and by which it appears that the proportion of the population to the area of the Province, is as one soul or individual to every one hundred and sixty acres. But, notwithstanding the authenticity with which we are constrained to view public records, we are here somewhat disposed to question the accuracy of this return, to the extent of several thousands, as there are remote districts unvisited by the returning officers, and in round numbers the whole population may be computed at 125,000, up to the present period. Although of mixed origin, the greatest harmony of sentiment, loyalty and good feeling prevail among them. Apart from the rest, are the aboriginal Indians, whose numbers, from natural causes, as much as from their erratic mode of life, are diminishing. The French Acadians, who inhabit the districts of Madawaska, and those extending on the shores of the Gulf of St. Lawrence, from Bay of Verte to Bay Chaleur, amalgamate little with the British population, whether natives or from the United Kingdom ; but perfect unanimity exists between them, and the English, Irish, Scotch, and *Blue-noses*, (an amicable soubriquette,) or the New-Brunswick people, marry and are given in marriage, and are otherwise connected in every part of the country. The whole consist of 18,340 families, being an average of six and a fraction for every family.

1. QUESTION.—“ *How many Emigrants could be annually absorbed as Labourers, or located with advantage within this district ?* ”

ANSWER.—The average standard of labourers annually employed throughout the Province is estimated at seven thousand ; but from the contingencies attending mer-

cantile affairs, that number can be only hypothetically stated. Yet, in reply to the latter part of the question, let it be considered, that there are many millions of acres of good land still vacant in the country, upon which an almost infinitude of settlers may be located, provided they are possessed of the limited means necessary for that purpose at the outset: the amount of which and the result will be hereafter shewn. Some, however, estimate the power of the Province for Emigration less highly than others; and others, again, repudiate altogether the idea of beneficial effects from it. The validity of the political creed of such persons, relative to this branch of Colonial economy, is far more than questionable; for it surely appears, that no more sound criterion for forming a due estimate of its value can be found than in the present condition of this country. By comparing its deficiency of agricultural produce and animal food with the demand for them, to supply its commercial and lumbering, or manufacturing labourers—the deteriorating effects of foreign importations, and the vast consumption of articles of foreign growth—(a decided premium to the foreign husbandman, merchant and shipowner)—and at the same time compare the disproportionate population to the vast extent of vacant and available soil, and a moral conviction must be induced, that numerical physical strength and comparatively trifling pecuniary means are alone wanting, not merely to develope the immensity of this Colony's resources, but to carry them to a high degree of local and national advantage. And was it the object of the present pages to attempt comparative elucidations of progressive culture, we might refer to that of Scotland, which its most excellent agriculturist and statesman avers to have had upwards of 13,000,000 of uncultivated acres as late as 1824, which, under almost any circumstance, is not discouraging to the Emigrant farmer here to persevere in his avocations to produce the requisite supplies for himself and the demands for market. Under this head, it may be well to acquaint Emigrants, that it is during the winter season, when they cannot farm, that the principal labour of cutting down and squaring timber is carried on in the woods. This, for the preservation of the timber, is considered the best time for felling; as the sap is then lodged in the root, which is generally thought preferable to the season when the trunk is full of sap. But regular lumberers prefer cutting as early after August as possible, and taking advantage of the first sufficient snow to haul and yard their timber, preparatory to stream and river driving. Emigrants are hired to a limited number, to cook and drive for the lumbering parties, before they acquire the use of the axe—in which many soon become expert. Others are employed yarding the timber, as cut, in convenient places, preparatory to stream-driving in the spring, when the breaking up of winter, with rains, raises the rivers, and the timber is put into rafts, and floated down to the shipping ports. As a further source of emigrant employment, their attention may be directed to the manufacture of earthen ware and bricks, as there is abundance of suitable argillous earths in convenient situations for both purposes.

LAND AND AGRICULTURE.

1. QUESTION.—“*What are the usual prices of cleared Land?*”

ANSWER.—The quality and situation of all lands naturally regulate their price. In the vicinity of towns or comparatively thickly settled districts or villages, they bear a varied value, and which, when compared to that of the whole provincial territory, may be considered high. In the immediate neighbourhood of Saint John there is very little good upland, the greater portion being covered with dense forests of spruce timber and rocks; but there is a considerable quantity of alluvial marsh lands, which, being reclaimed and limed, produce abundant crops of hay; and the city being the principal seaport and chief commercial town, every arable patch is of value; from which the original holders from the Crown have acquired great wealth, whilst the purchasers and small tenants under them make very comfortable livings, by keeping dairies and cultivating vegetable gardens, for the supply of the City market. It is hardly possible, however, to estimate a valid aggregate price of the land or farms throughout the country, in a similar manner, to properties in the usual districts of the United Kingdom. Very few farms are rented or leased, and the great body of agrarian proprietors occupy and cultivate their own: so that no calculation of a very accurate nature can be made of the interest received, or the capital invested. It may, nevertheless, be nearly correct to average the value of the whole cleared land, *on good Farms, with suitable and sufficient buildings and dwelling-houses*, throughout the Province, at thirty to forty shillings per acre. That class of persons, known at home by the name of *Gentlemen Farmers*, does not vegetate here. I mean, of course, no invidious reflection on the colonial husbandmen, many of whom possess a large share of shrewd intelligence, and great integrity in their dealings, although by no means scientific cultivators—but merely state, for the information of those designing to emigrate, that every one who here engages in agricultural pursuits, must apply his own and his family's personal labour and exertions, if he expects to succeed in his undertaking.

To facilitate the views of, and accommodate, persons arriving with an intention of procuring cultivated farms, the Emigrant Agent at Saint John has a number of private properties of that description for sale, suitable to the capital of the applicant, from £100 to £1500 value.

2. QUESTION.—“*What is the usual price, per acre, of uncleared Land?*”

ANSWER.—The minimum Government price, per acre, for wilderness or uncleared land, in any situation, is, at the present moment, three shillings and sixpence, payable in four annual instalments of twenty-five per cent. of the purchase money, one of which is made when the application is put in, or the purchaser may pay the whole at once; when a sixpence per acre is deducted from the credit price. In peculiar

situations, the price is considerably advanced; but, in all cases, the buyer is possess in fee simple of the soil, subject only to a nominal or pepper-corn quit-rent, as a mere acknowledgment of the sovereignty of the Crown. Private proprietors, however, who hold lands by patent or grants issued antecedent to these regulations, put a higher value on them if for sale—but such as are forced into the market by public sale, are generally sacrificed at a low price.

It is necessary here to observe, however, that the terms of Crown prices are materially affected by the advancing circumstances of the Province: four and six shillings have in many instances been the upset prices per acre, and considerable advances given on those prices by competitors at public auction. Speculations in cases of uncleared timber lands are occasionally interrupted by the suspension of sales; but applications for actual settlement lands continue to be received.

3. QUESTION.—“*What is the expence per acre of clearing Land?*”

ANSWER.—If labourers are hired to perform the work, (in which the preliminary steps consist of cutting down the trees, burning the brush and timber, and fencing,) costs (independent of the ulterior process of stumping or clearing the land of the roots of the trees, which is seldom done until they become rotten and less tenacious of their hold in the soil,) from £3 to £4 per acre, and then the field is considered fit for agricultural purposes. And it is by the settlers employing themselves and families in this manner, without any extraneous aid or expenditure, that their properties acquire their progressive improvement and value. Herein, therefore, consists one of the essential advantages to the labouring agrarian emigrant of locating himself as early as possible after arrival, particularly if he has a rising family. If he should possess any handy craft knowledge, he will always be able to barter its produce for the personal labour of his neighbour, in aiding himself to proceed with his improvements. In this way, although the settler may not ostensibly earn so much daily wages, as if he had been engaged by another, yet, unquestionably, he derives a more substantial and far less ephemereal reward for his labour. For, during the whole period of his work upon the land, save only at the very first outset, he is and has been supporting his family from it, and will find, at the termination of a short series of years, that he and they, with continued industry, possess a far more staple means of support than if they had been hired at daily wages in towns, where labour is fluctuating, through casualties of trade and vicissitudes of seasons; whilst there are only few days' interruption from the latter, in which he cannot do something on the farm, either to advance its progress or add to the comfort of his family, who, in their turn, are put into early and active industry as working farmers. This opinion is advanced upon no vague or theoretical doctrine of wilderness settlement; but from observation of the practical results during fifteen years intimacy with the progress of emigrants in their woodland avocations in various sections of the country.

4. QUESTION.—“*What is the ordinary return of produce of different descriptions, yielded by an acre of cultivated Land?*”

ANSWER.—The average return of crops, per acre, from land in its first state of improvement—that is chopped and burnt—are, 100 bushels Potatoes, (Winchester measure,) 25 ditto Oats, 20 ditto Barley, 10 ditto Wheat, 20 ditto Rye, 30 ditto Buckwheat, 20 ditto Maize, or Indian Corn, 1 ton Hay. Turnip culture is yet in its infancy, but attracting the well merited attention of farmers, from the success that has attended the cultivation of the harder kinds, such as Ruta Baga and Aberdeenshire yellow—some crops of which have been found to exceed in size and weight those grown in the United Kingdom. Carrots, Beets, Cabbages, Celery, Cucumbers, Asparagus, and other culinary vegetables, are raised in abundance; but orchard horticulture is very limitedly prosecuted. In the interior there are great quantities of wild fruits, viz. Cherries, Beech-nuts, Raspberries, Cranberries, and in some districts an indigenous grape of diminutive size and flavour. Melons are reared in great perfection; but the dampness of the atmosphere on the shores of the Gulf of Saint Lawrence and Bay of Fundy prevents their attaining the same maturity as in the interior.

A comparative view of the prices of the staple crops above numerated and the expence of clearing, seeding, and tilling the land, will shew the actual return to the labouring settlers—See Table No. 3, page 19—(Trade.)

4. QUESTION.—“*What are the ordinary prices of Farming Stock; as Agricultural implements, Milch Cows, Sheep, Horses, Pigs, &c.?*”

ANSWER.—The following is an average estimate of the prices required:—Horses, £12 : 10s. to £35 each; Cows, £5 to £10; Sheep, 10s. to 15s.; Pigs, according to size—(for value, see prices of Pork;) Draught Oxen, £14 to £20 a pair; Carts, £8 to £10 and £12; Waggon, £7 : 10s. to £15; Ploughs, £2 to £5—American manufacture generally in use: they are small, and very convenient for working amongst stumps in the fields that are only partially cleared. Sleds about 40s. and Riding Sleighs, 5l. to 12l. : 10s. Portable *hand* Grist Mills have been imported, and found very useful indeed in the remote settlements, where there are no water powers, or rather where the settlers have not means to erect other mills. They cost from 7l. to 12l. The first introduced were from London, as far back as 1818. Sir John Sinclair highly recommends Doggers; but they are now had easily from the United States at various prices: from whence also Threshing Machines of different powers have been procured, and found very useful in grain districts, where agricultural labourers are scarce. The best Fanning machinery has been imported from Scotland, and cost from 4l. to 5l. complete—the Irons only should be imported. The implements required by

settlers at their outset in the woods are few—viz. Axes, 10s. each; a Hoc, (peculiar to the country) 4s.; Grindstone, 3s. to 5s.; Saw and Hammer, 10s.; articles of the cheapest kind for Cooking, worth from 3*l.* to 5*l.*, a pot, frying-pan, kettle, bake-pan, &c. Also substantial bedding and clothing.

6. QUESTION.—“*What amount of food beyond what is required for Home consumption is annually produced in your district?*”

ANSWER.—The County of Saint John is by no means an agricultural district, and so deficient is this Province of a knowledge of its own statistics, that an accurate answer cannot be given to the question propounded. So far, however, from having a general surplus in the country beyond that required for home consumption, large quantities of provisions are annually imported from the United States, Canada and Nova Scotia, Great Britain and Ireland, amounting during the last year to no less than £213,362! after deducting the exports. But, in recording this deficiency of agricultural produce, let it be understood that no niggard quality can be attributed to the land, for if duly tilled, the facts are obviously the reverse; and from the humble character of a great body of the thinly scattered population, and the timber-covered nature of the country, the science and practise of rural economy bears no comparative degree of maturity with the rapid advance of the commercial and maritime pursuits of the Province. The increase of emigrant and native population will naturally ameliorate this deficiency by admitting an extended division of labour to husbandry without withdrawing the necessary numbers from other avocations; and in those it must not be overlooked, that a prosecution of *in-shore* Fishery, now increasingly and beneficially prosecuted by emigrants, is both a source of individual and provincial advantage, in supplying the natural deficiency of other food, and at the same time giving sinew and sustenance to the producers of it.

During the administration of Sir HOWARD DOUGLAS, a spirit was given to Agriculture of a most beneficial tendency, by the general establishment of Agricultural and Emigrant Societies throughout the Province, by which both branches of its internal and political economy were very materially advanced. Cattle of various descriptions, blood Horses, short horn and Ayresshire Cattle, Leicester and South Down Sheep, American Porkers, Implements, and approved Seeds were imported; Cattle Shows and agrarian competitions established, and every wise and proper measure adopted to promote the interest of the country and encourage domestic industry.

For a length of time the Legislature expended a great deal of money in premiums for Grain, raised on new land; but its effect was found by no means to answer the object intended, and they have wisely abandoned the appropriation; and it is expected that one of the most sure and radical means of reforming the imperfect system of cultivation will soon be resorted to—viz. that of enforcing by a Legislative enactment the sale

of all grain by *weight* instead of by *measure*—which yields the best possible premium to the husbandmen, in the price obtained for his produce. And recently a public body, under the patronage of the present Governor, Sir ARCHIBALD CAMPBELL, has been formed at Fredericton, as a Floral and Horticultural Society, whose views, will, in some degree, facilitate this desirable object, so far as culinary vegetables, with some fruits and flowers, are concerned—and, if followed up under fostering auspices, will lead to further good results to the country.

7. QUESTION.—“*Is there much Land in your neighbourhood still ungranted and for sale?*”

ANSWER.—There is abundance of both Crown and private Lands for sale throughout the Province; of which former, several hundred thousand acres have been surveyed by the Commissioner of Crown Lands, and are open for immediate sale and location to all applicants belonging to His Majesty's dominions. Plans for the same purpose, of about seventy thousand acres are deposited in the office of the Emigrant Agent at Saint John, who is also authorised to dispose of a number of private Farms of different values, to suit purchasers. Facilities of a like nature are offered to emigrants by the Agents at Miramichi and Saint Andrews.

The annexed table will afford a succinct view of the area of the various counties and Province; (of which more now than one-seventh is supposed to be granted or otherwise alienated from the Crown, and one-fifth of the whole is estimated as unavailable—that is to say, either covered with water—swamps—and plains unfit for cultivation, rocks and mountains,) the proportion of population to the area—Militia to population—local or parochial taxes of counties, internal value and improvement, and the proportion of shipping to males—and general revenue, in proportion to trade and navigation; and all the relative bearings and results of different industries for the various and useful purposes of political economy and national consideration.

The Counties of Kent, Northumberland, Gloucester, and part of Westmorland, are approached from the Gulph of Saint Lawrence and Bay Chaleur, and from Shediac across the isthmus of the latter county the distance is only fourteen miles by land to the navigable waters of the Bay of Fundy. Charlotte County, including its numerous islands—Grand Manan, Deer, and Indian Island, &c. and Saint John and western part of Westmorland by the Bay of Fundy. Saint Stephen, from its locality, is the Dover of the Province, and opposite the thriving American Calais, and at the beautiful Falls of the Magaguadavic is situate the rising town of Saint George. All the other inland counties are approached by the harbour of Saint John, whose river of the same name, independent of its magnificent tributaries, washes their banks from the Canadian frontier until it debouches into the Bay of Fundy, a distance of more than three hundred miles. A large tract of land in the interior, and extending from the

Saint John to the Miramichi, and intersected by several streams of considerable magnitude, has lately been purchased by a Joint Stock Company in Great-Britain from Government, and its agents here are founding a town about its centre, which, in honour of the late Colonial Secretary, they have named "Stanley," and another called "Campbell," on the Miramichi; and have also erected saw mills, &c. for the accommodation of settlers: but in all sections there is abundance for every purpose of trade, agriculture and location. What their terms to emigrant purchasers will be, is yet unknown, but it is hoped they will be favourable to both. The emigrant, however, has always the choice from whom he will purchase—the Crown or the Company.

TRADE.

1. QUESTION.—"*Of what articles does the Trade of your District principally consist?*"

ANSWER.—Considering this the principal question, and as comprehending in a great measure the substance of what is required by the five propounded under the article "Trade," in the general category, the whole may be best answered by combining them, and then giving a general and cursory view of the subject, with prices current of articles enumerated, and others, of material consequence, not referred to.

The Trade, then, of the Province generally, and particularly that of this district, is very diversified, being composed of that with Great Britain and Ireland, the British North American Colonies, the West Indies, Belize, the United States, South and Central America, the Pacific and Oriental Whale Fisheries, those of Labrador and the Banks of Newfoundland, and the African trade. With the local and navigable facilities, therefore, and the intrinsic commodities of which the country is in possession, it will naturally be believed its commerce is on the increase, and such is the fact, and to a great extent. The chief sea-port towns, for vessels of large dimensions, are, Saint John, Saint Andrews—including the harbours of the Schoodiac, Magaguadavic, Digdequash, West Isles, and Chamcook, (where a most enterprising and intelligent merchant, has established an extensive Wet Dock, for the accommodation of vessels, and the first and only one in the Provinces of North America,)—is capable of containing 200 vessels of 300 tons each, and has, at spring tides, 22 feet of water in its basin. These, with Le Preaux, Quaco, and Shepody, are approached by the Bay of Fundy. On the Gulf shore, Miramichi, including Newcastle and Chatham, Shediac, Cocagne, Buctouche and Richibucto, and the Restigouche and Nepisiguit, which flow into Bay Chaleur, are the harbours of Bathurst and Dalhousie. In addition to these, there are many creeks and coves, where small cargoes are occasionally

procured. Saint John, although not the capital of the Province, has been appropriately styled the "Commercial Metropolis;" and, after Quebec, is the next important port for the arrival of Emigrants of all His Majesty's Colonial Possessions, and more easy of access than it. It is admirably situated to maintain its extending trade, having great resources from the interior, that can find no other channel to the ocean but through its harbour, which is open at all seasons of the year, for the arrival, loading and departure of vessels of any size—of which, at the present moment, Forty Thousand Tons, engaged in the Foreign trade, are owned by her resident merchants, and employing from twelve to thirteen hundred British seamen. The port lies in 45 deg. 15 min. North Latitude, and 66 deg. 6 min. 19 sec. West Longitude: the waters of which enter the Bay of Fundy about one hundred and twenty miles north of the Cape Sable Seal Islands, and in running for it vessels must stand well to the westward to open the Bay.—No less than 76,699 tons of shipping belong to the Province.

As connected with some of the minor questions, it is proper here to remark, that soon after the foundation of the Colony, the town received a Royal Charter constituting it a City, (in 1784,) with a Corporate Body of a Mayor, Aldermen, and other Municipal officers, with certain powers, privileges and immunities; and who, in Common Council, regulate the terms upon which certain classes of traders are allowed to deal. Thus, no emigrant nor any other person can vend merchandise, without first, as a preliminary measure, obtaining the freedom of the city, for which a fee of £4 or £5 is charged—when he may deal in any article not exciseable; but to retail wines or spirits, keep a tavern, or to sell by auction, requires a further fee of £10 for a tavern or retail license, and £20 for an auctioneer, with bonds in the latter case of £500, to render a just account of the proceeds of particular imposts to the Provincial Treasurer. In the other counties and towns, where business is not so extensive as at Saint John, those licenses cost materially less.

The staple products of the country are—Square Timber and Masts, Boards and Plank, Deals and Staves, Fish of various kinds, cured in a wet and dried state, and exported annually from all sections of the country to a large amount, chiefly to the West Indies and South America; and also the important branch of business daily increasing—Ship-building: the first altogether to the United Kingdom. Except from any unfortunate contingency, such as the failure of water in the rivers, at the time when the timber should be floated to market, the following are the usual average prices of Lumber cargoes, &c. taken for a period of five years; and at which ratio the prices are all given.

TABLE—No 1.

Squared White Pine Timber, (17 inch square,) - - -	20s.	Od. per Ton.
" Red or Norway Pine, (1st quality become very scarce,) - - -	27s.	6d. "
" Spruce Timber, - - - - -	12s.	6d. "
" Birch ditto, - - - - -	20s.	Od. "
Pine Boards, (7-8 a 1 inch thick,) - - - - -	30s.	Od. M. Sup. ft.
Spruce Deals, (3 inch,) - - - - -	52s.	4d. "
Red Oak Hogshead Staves, ($\frac{v1}{xx}$ to the 100,) - - -	90s.	Od. per M.

No 2.

Vessels, per register ton, with Hull and Spars, will cost, if

Copper fastened, - - - - -	125s.	Od. per Ton.
Iron ditto, - - - - -	120s.	Od. "

Connected with Ship-building, the following current wholesale prices may be advantageously inserted:—

Iron, flat and round, 9l. to 10l. per ton; Copper, in bolt and for sheathing, about 1s. 3d. per lb.; Cordage, from 42s. 6d. to 45s. and 52s. 6d. for special kinds; Twine, for sail making, of 3-thread twist, about 1s. 6d. to 1s. 8d. per lb. Canvas, No. 1 to 7: if bleached, No. 1, 1s. 8d. per yard—a halfpenny down; if half bleached, No. 1, 1s. 6d. ditto; brown or grey, 1s. 3d. per yard—a halfpenny down, according to the No.; Oakum, 35s. per cwt.; Pitch, 12s. 6d. per barrel; Tar, 12s. 6d. per barrel; Tallow, 6d. per lb.

No. 3.

MISCELLANEOUS ARTICLES—MARKET PRICES CURRENT.

Wheat Flour, per brl. (196 lb.) 32s. 6d. to 55s.	Rum, per gall. 3s. to 4s. 6d.	Brandy, 8s. to 9s.
Rye Flour and Maize, per ditto, 20s. to 22s. 6d.	Gin, 7s. 6d. to 8s.	Whisky, 8s. to 9s.
Oat Meal, per cwt. 15s. to 16s.	Wines, 5s. to 15s.—quality.	
Salt Pork, per barrel (200 lb.) 70s. to 90s.	Provincial Porter, 1s. 3d. to 1s. 6d.	
" Beef, ditto, " 50s. to 70s.	Ale, 1s. 6d. to 2s.	Tobacco, per lb. 1s. to 1s. 3d.
Codfish, per quintal, (112 lb.) 10s. to 12s. 6d.	Tobacco, per keg, 40s.	Ditto, Leaf, per hhd. 10l.
Scale ditto, " 8s. to 10s.	Tea, per lb. 2s. 3d. to 4s. 6d.	
Mackerel, per brl. 17s. to 20s.; Salmon, do. 60s.	Brown Sugar, per lb. 3d. to 4d.	Loaf, 6d. to 8d.
Shad, per brl. 80s.; Alewives, do. 10s. to 12s.	Cheese, 6d. to 9d.	Eggs, per doz. 9d. to 10d.
Smoked Salmon, each, 3s. to 3s. 6d.	Ducks, per pair, 2s. 3d. to 2s. 6d.	
Ditto Herrings, per box, 3s. to 3s. 9d.	Fowls, " 1s. 3d. to 2s.	
Wheat, per bushel, 6s. 6d. to 7s. 6d.	Geese, each, 2s. to 2s. 6d.	Turkies, lb. 6d. to 7½d.
Maize, " 4s. 3d. to 4s. 6d.	Bread, 4 lb. loaf, 10d.	Beef, per lb. 2d. to 3d.
Oats, " 2s. 3d. to 2s. 6d.	Pork, per lb. 3d. to 4d.	Mutton, 3d. to 5d.
Barley, " 4s. to 4s. 3d.	Veal, 4d. to 5d.	Lamb, 4d. to 6d.
Potatoes, " 1s. 6d. to 2s.	Fresh Salmon, (14 lb.) 3s. to 3s. 6d.	
Fresh Butter, lb. 10d. to 1s.	Ditto Cod, 7½d. to 1s.	
Candles, per lb. 9d. to 1s.	Soap, 5d. to 6d.	Coals, per chaldron, 22s. 6d. to 32s. 6d.

No. 4.

The natural sequitur to the preceding prices current is a statement of the principal duties levied here upon articles enumerated, whether imposed by the Imperial Parliament or the Provincial Legislature. By a general act of the Session of 1834, a duty of Two and a Half per cent. was laid on all articles of manufacture from the United Kingdom, except such as appertain to Ship-building and Rigging; the Whale, Deep-sea and Cod Fisheries; Mineral Salt, and Twines.

Brandy pays, Imperial duty, 1s. sterling, per gallon; Gin, 1s.; Molasses, 1d.; Wines in wood or British bottles, £7 10s. per tun; in foreign bottles, £7 extra, with an additional 1s. per dozen on the bottles; Cape Wines only 10s. per tun of 252 gallons; 12s. 6d. per cwt. on Foreign Pork.

For Provincial duties reference will be had to the Revenue Act, appended entire; and as parties in the United Kingdom have always access to the laws of the Imperial Parliament, to regulate speculations to the Colonies, it has been deemed superfluous to introduce them in detail.

The Pilotage of vessels, at Saint John, is Five Shillings currency for every foot of draught of water—both inward and outward bound. At Saint Andrews, it varies, according to boarding distance, from six shillings to fourteen shillings; and at Miramichi, in a similar ratio. Those prices are exclusive of the pilot's attendance in shifting, and the small fee, according to tonnage, to which the Harbour Master is entitled for mooring. Light money, in all cases, is 3d. per ton.—(*See Appendix.*)

In the local industry of the country, the manufacture of Pine Lumber has long formed an important item, and employs about four thousand men, the product of whose labour is estimated at full £300,000 per annum. But nothing has made a more beneficial change in the timber trade, than the manufacture of dimension deals, similar to those imported from the north of Europe into Great-Britain and Ireland. This article forms not only an advantageous foreign remittance, but has drawn into utility an excellent species of wood, heretofore unavailable as square timber, and also given value to many a stream, that poured its libations into the ocean, their water power disregarded, and their natural capabilities unimproved. At Fredericton, Woodstock, and Oromocto, extensive arrangements are annually made for carrying on the Timber and Lumber business.

There are no Woollen, or Cotton, or any other such manufactories in the Province. Every article of that description being imported cheaper than they could be made here, even if the same material was possessed to work upon. There are, however, a few fulling and carding mills, which answer every purpose for the inhabitants of the country, who universally wear a dress of common cloth of domestic fabric, call-

ed "Home Spun," composed of the fleeces of their flocks, mixed with a cotton web, imported from the United States ready for use. Grist Mills, for the manufacture of Wheat, Oats, and Maize, (Indian Meal,) are springing up in various quarters; but for a supply of the flour they are yet mainly dependent on Foreign markets. That of Hamburgh has been considered the most advantageous. Breweries for Porter and Ale have also been for a short time in operation, and have answered a good, moral and speculative purpose. Some Hat works have also been opened on a small scale; two very efficient Foundries, by Scotch engineers; a Paper Mill at Chamecook, by the active owner of the Wet Dock; and an extensive gang of steam machinery, for wheat and deals, is in active operation in Portland, near Saint John, and others are in progress at Miramichi.

Having earnestly called the attention of Emigrants to the pursuits of husbandry, it remains incumbent here to direct them to an active prosecution of the Fisheries—an occupation which, with limited means, and sobriety and industry, may be conducted in every section of the coast, with the utmost advantages to them, and benefit to the trade of the country.

DOMESTIC OR IN-SHORE FISHERIES.

Among the many available sources of Commerce and Industry in this favoured Colony, none comes more sensibly home to the interests of the individual, than this branch of labour. Although the various species of migratory shoals visit the coast at particular periods, yet throughout the live long year abundance of some kind of merchantable fish can be caught, and in some way prepared for their ultimate destination. Parties, therefore, who are resident in the vicinity of the sea, and who can procure a skiff, the tackle, and a little salt, may always be drawing sustenance and *silver* from the bosom of the ocean. They cannot, in ordinary sized families, consume, in many days, the haul of one auspicious hour, and consequently the surplus must find a market either for private family use, or for the purposes of trade.

The coast of this Province is about five hundred miles in extent; and, by national treaties, that, and to the extent of three leagues off the shore, are set apart solely for the employment of British subjects to the exclusion of alien fishers. That those conventions are unhesitatingly violated by foreigners is too true; but the stipulations are sufficient evidence of value and enough to stimulate domestic application to the in-shore fishing, and drive the intruders away; and there is not probably any employment more productive to the class of settlers referred to than this—for, whilst their little crops are flourishing in the ground, or housed in their hovel barn, they may be prosecuting this employment beneficially. The nearest estimate that can be depended upon is, that one adult and three lads over sixteen, or say four adults, will in one boat catch and clean

twenty eight to thirty quintals in one week, and two hundred and sixty two wet or green fish, cleaned, (Cod, Haddock, Hake and Pollock,) are equal to the quintal, or 112 lb. when salted and dried. White fish according to quality and in proportion to barrels.

The following is a list of the coast sea produce, all around the Province :—Cod, Hake, Pollock, Haddock, Herring, Mackerel, Salmon, Gaspereaux, Porpoises, Lobsters, Oysters, Clams, Crabs, Shrimps, and occasionally Seilghs, from which, and also from the Cod and Porpoise, much Oil is drained. This object, and these shores for its prosecution, will meet consideration from the emigrant, the shipowner and the merchant, as sources of productive labour, commercial supplies, and freights to the West Indies, Mediterranean, South America and elsewhere ; and at no prospective period are the facilities of making such establishments likely to be so great as at the present time.—Indeed, recent circumstances develop an active and scarcely clandestine endeavour to establish foreign rivalry on these shores.

With a trade, therefore, so diversified, and open to such judicious extension, it may well be understood, that such shop-keepers as are contemplated in the question No. 3 of this article, may, with a well assorted stock of no very great value, establish themselves profitably. Indeed, there are now established in Saint John many decent and respectable individuals as Merchants and Shipowners, who lately perambulated the Province in honest frugality, vending their wares and merchandize ; and there is ample room for others to do so up to this hour, because with the local and manageable facilities, and the intrinsic commodities of which the Province is possessed, it may naturally be supposed that Trade is on the increase. Having detailed the main ingredients of which the Provincial Trade is composed, it remains only in conclusion of this brief, but important article, to give the aggregate amount to which its imports and exports have attained up to the present period.—(1st January, 1835.)—viz. Imports, £894,457, Currency ; Exports, £651,149, Currency.

ROADS.

1. QUESTION.—“ *What is the state of Roads in your neighbourhood ?* ”
2. QUESTION.—“ *What facilities of Water Carriage do you enjoy ?* ”
3. QUESTION.—“ *What is the easiest and cheapest mode of arriving at settlements ?* ”

ANSWER.—The roads of the country, in its present condition, necessarily vary much in their quality, as affected by soil and other contingencies in the districts through which they pass. They are divided into two classes—Great and Bye Roads—opened and repaired by general Legislative Grants, and the statute labour of the inhabitants,

every male of whom, from the age of sixteen years and upwards, performs, in person, or pays in coin, to the extent of from two to twenty days work annually, according to his private circumstances or official income. For the present year the Parliamentary appropriation for both services is, £17,560; of which £9,160 are devoted to bye roads and special roads of great benefit to the new settlers.

The facilities of water communication throughout the whole Province, are truly wonderful, and traversed in summer by sailing craft of all descriptions, sloops, market boats, wood boats, canoes, and steamers; and during winter by sleds and sleighs, drawn by horses and oxen on the ice, and bearing heavy loads of firewood, hay, and agricultural produce to market; and on their return, all kinds of merchandise, with large quantities of American flour, Indian meal, rye flour, fish, pork and salt, &c. for the lumbering or timber cutting parties; and frequently, at this cold season of the year, parties of ladies and gentlemen are met, well ensconced in furs, travelling on pic nic parties, or those of other matters, business, love, or pleasure.

At all periods of the year the rivers form the natural highways of the country, and happily for it and its inhabitants, it is intersected by spacious streams in almost every section, consequently water communication is the cheapest and easiest mode of getting to new settlements. Passage boats ply to different districts from the sea-ports, and the shallow streams are navigable by long flat boats, locally called Durham boats, on board of which the countrymen resident on such rivers transport their farm produce and other supplies to and from market.

As an authentic guide to persons emigrating, and to contradict in the most unqualified manner certain unmeasured impositions practised on others, by interested parties, relative to the distances from the main ports of disembarkation to places in the sister Colonies and the United States—a table of distances and expence of travelling is here inserted. The limited nature of the work precludes the enumeration of every stage, the whole, and the expence of performing it being deemed sufficient for economical and other objects of emigrants.

From St. John to Fredericton, by land—65 miles, fare 20s. by Post.

From St. John to Fredericton, by steam—85 miles, fare in the cabin, 7s. 6d. to 10s. exclusive of food.

From St. John to St. Andrews, by land—67 miles, fare 20s.

From St. John to St. Andrews, by steam—65 miles, 12s. 6d.

From St. John to Miramichi, by the Gulf of Saint Lawrence shore, 206 miles, £3 : 5.

From St. John to Miramichi, *via* Fredericton, 173 miles, £3 to £5.

From St. John to Halifax, (N. S.) *via* Annapolis, 273 miles, £3 17s. 6d.

From St. John to Halifax, (N. S.) *via* Windsor, £1 10s.

From St. John to Quebec, by land, according to Col. Bouchette, 439 miles—others, 445 miles, £10 to £12 10s.

As this last route is nearly that followed by Lord Edward Fitzgerald, many years ago, and, others, at this day, travelling, and desirous of going through the woods to Quebec, where the roads are vastly improved, although still indifferent, the stages are herein quoted :

	<i>Fare.</i>	<i>Food.</i>	
From St. John to Fredericton, . . .	10s.	7s. 6d.	£0 17 6
... Fredericton to Woodstock, . . .	25s.	10s. 6d.	1 15 6
... Woodstock to Madawaska, . . .	55s.	15s. 0d.	3 10 0
... Madawaska, across the Portage, . .	40s.	10s. 0d.	2 10 0
... Portage, (Perron's) to Quebec; . .	40s.	15s. 0d.	2 15 0
Incidental Expences,—say			1 7 6
Total Expence in Winter,			£12 15 0
In Summer, say £2 10 0 less.			

Travellers will do well, whether they are bound up or down, to make their bargain to be carried as far as possible, if they have no cattle of their own, as many incidents occur otherwise to delay them, and increase their expences. During the past season, passages were obtained from Saint John to Quebec, very low, viz. at 20s. for the Steerage, and 50s. for the Cabin—the parties being supplied with fuel and water. But no dependence can be placed on receiving frequent opportunities hence to Canada ; and, therefore, those who have Canada in view as their place of destination, ought not to come to the Bay of Fundy, when many direct conveyances are to be found at home. Once here, however, and desirous of proceeding to Upper Canada, they may easily do so by way of the United States : the voyage to Boston being about 300 miles, and to New-York, 600 ;—the latter is the most economical route, having no land carriage to encounter. The passage money, in the steerage, is 25s. to 35s. ; in the cabin, 50s. to 80s.—found with provisions in the latter. The whole expence, therefore, from Saint John, New-Brunswick, to Rochester, on the Genesee, by New York, Albany and Erie Canal, or to Point Niagara, on Lake Ontario, and nearly opposite to Toronto, may be provided for at the cost of 30 dollars to 40 dollars, or £8 to £10 currency—the distance being about sixteen hundred miles. Between Montreal and Kingston, Emigrants pay passage money, 10s. for adults ; 7 and 14 years, 5s. ; and 3 and 7 years, 3s. 4d. each ; and 2s. 9. per cwt. for luggage. There are also a variety of local points of information which Emigrants require on arrival, and although anticipated by the Agent in some degree, would only add to the size without increasing the utility in any material degree of the present catechetical essay—he, therefore, requests early interviews with, or other communications from, all such persons, upon their arrival at their destined harbours, under his survey.

As a source of provincial improvement, and emigrant occupation, the opening of roads are of very eminent consideration. At the present moment several extensive works are in progress, and in contemplation. The first in importance and in magnitude, as to extent of work and amount of capital, is the proposed Rail Road from Saint Andrews to Quebec, a distance of about two hundred and seventy-five miles, and at a supposed cost of £500,000. This magnificent design is fraught with consequences, commercial, political, military and national, beyond any other yet undertaken in these Eastern Provinces—and, in executing it, will require, in conjunction with the other spirited enterprises lately suggested by capitalists, much labour from British and Irish emigrants.—A Road from the Richibucto to the Grand Lake, uniting the Saint Lawrence and River Saint John. One from the Bend of Peticodiac to Shediac, connecting the Bay of Fundy with the Gulf of Saint Lawrence. One from Fredericton to the Grand Falls, called the Royal Road, now in progress. One from the same place to Bathurst. One towards Dalhousie and the Upsalguish. One direct from the Peticodiac to Fredericton. One from Fredericton to Saint Andrews, and one to Newcastle; and one from Saint George's to Nerepis. A Tunnel Company, also, to connect the River Saint John, by Marble Cove, with the Harbour, for mill and manufacturing purposes, under the name of the "Portland Mills and Tunnel Company;"—and a very eligible and important undertaking for the country and those concerned with it, it is believed, it will prove to be. When all these works will be entered upon and completed, is yet uncertain: nevertheless they ought to be kept in view, as they evince the enterprise of the country, and bear with them their own proofs of utility. The distances given above are calculated from Saint John, instead of Fredericton, the former being the principal place for the disembarkation of emigrants; and the latter, although the capital, is situated many miles inland; but in the accompanying map, Fredericton is made the central point, and the roads diverge, and the distances are given from it. Persons travelling to Upper Canada, by Fredericton and Quebec, will meet steam-boats at the latter place, that will convey them, by Bytown, the Rideau Canal, and Kingston, to Toronto, (U. C.)

EDUCATION.

1. QUESTION.—"*What is the state of Education in your district?*"

ANSWER.—In all the towns of the Province, Education is in a very respectable degree of advancement. Saint John numbers upwards of thirty Schools, of various descriptions, at many of which the branches of liberal education are taught. Both male and female elementary and grammar schools are established wherever the inhabitants

require them. They are supported conjointly by the people and Legislature, the incomes appertaining to them averaging about Forty Pounds per annum. In several delightfully situated parts of the country, Boarding Schools have been opened, where the usual courses of academic study are prosecuted, under the guidance of clergymen and other competent teachers. At Saint John, Fredericton, Saint Andrews, Miramichi, Gagetown, Westmorland, and Mauderville, extensive Grammar Schools have been for a length of time in operation; in all of which seminaries sacred care is paid to the moral and religious culture of the youths who attend them. Beyond the parliamentary allowance made to parochial schoolmasters, further sums of Ten Pounds annually are granted to Female Teachers, over and above what they may receive from their parish or district scholars. National Schools, conducted on the Madras System, have been in operation since the administration of General SMYTH, by whom they were here organized. Those in Saint John have upwards of three hundred Scholars. Sunday Schools, those great moral blessings of society, are rapidly expanding their benign influence, under Providence, amongst the rising generation, to whom amateur preceptors of both sexes, and of the first respectability, give the most praiseworthy and pious attention, with manifest benefit to the pupils.

At the seat of Government, Fredericton, there is an University, founded by the late intelligent Governor, Sir HOWARD DOUGLAS, who obtained for it a Royal Charter. It originally contained similar conservative provisions as the English Universities, relative to Dissenters; but since, these have been modified and extended to the matriculation and certain degrees of students of all denominations. In all other matters, however, the Oxonian system and discipline are studiously observed. It is amply endowed,—possesses scholarships, and confers academic degrees, admitting *ad eundem* graduates from other colleges. The nearest of which is that of King's College, Windsor, N. S., whereunto the youth of both provinces resort on equal terms, about £80 per annum, and the average cost for board, lodging and washing, with the usual tuition in the various branches of the classics, mathematics, belles lettres, &c. may be set forth at £35 per annum; some increase this charge by entrance and physician's fees, high accomplishments, &c. from £50 to £70; but still the former may be considered the price of an useful male and female education.

To the questions—*Whether Clerks or Schoolmasters are wanted?—the facility for the purchase of Books?—and the Newspapers circulated?*—the necessary replies will be brief. In such a commercial province as this, the former class of persons is generally composed of the family and connexions of the resident merchants; but young men of ability have always found reasonable encouragement. But with a population so limited in the interior, and many new settlers of limited means, Schoolmasters cannot be in very great demand; nevertheless the qualifications for that occupation enable them to apply themselves to the former, and *vice versa*. A licence to teach is ne-

cessary before the party can be considered upon the scholastic or parochial establishment; and to enable him to obtain the £20 a year from the Legislature, the inhabitants of the district must first subscribe a similar sum. In those places where Grammar Schools have been established, £100 per annum has been given to the teachers—but an extension of this appropriation is not likely, from local causes, to occur in future. There is every facility in procuring books upon all subjects of general or professional literature, and the societies of the different Christian denominations possess libraries, from which eleemosynary issues are made to the poor, of Bibles, Testaments, Prayer Books and Religious Tracts. The private Subscription Libraries contain a respectable collection of standard works, British, foreign, ancient and modern; and His Majesty's Government has lately added a munificent donation to the Legislative archives, from the valuable stock of the Record Commission. All the towns have Libraries, more or less extensive, and Saint John, Saint Andrews and Fredericton possess Reading Rooms, where British and Foreign newspapers are received, as also miscellaneous and critical periodicals.—There are eight Printing Establishments in the Province, from which eight Newspapers issue weekly—but no literary periodical pamphlets.

In the higher branches of scientific education, beyond King's College, Fredericton, there are no institutions of university learning; but great facilities for classical information are afforded, and the contiguity of the College at Windsor, Nova-Scotia, is also a very valuable auxiliary, although now unnecessary to be resorted to by the youth of New-Brunswick.

Music, to a certain degree, is cultivated, and Drawing, as far as the opportunities admit of the study,—but as yet there are no authenticated institutions for the promotion of either. Occasional dissertations on Astronomy and Chemistry are delivered by transient persons, as also Lectures on Elocution and Belle Lettres; but were any points to be referred to, as most successfully cultivated, it is probable, that, the classics, mathematics, and theology would be selected. Beyond private tuition of professional men, there are neither medical nor law seminaries—but abundance of practitioners in both professions. For the support of Parish Schools—285 in number—£6000 is annually voted; nine Grammar Schools receive £1000; and the Madras, £400; the College, £2200.

TAXATION.

1. QUESTION.—“*To what local or general Taxation are you subject?*”

ANSWER.—Direct taxation is hardly felt in this country, being nearly confined to Statute Labour on the Roads, commuted on a graduated scale of property, trade, or official income; and poor rates, moderate in general throughout the Province. Coun-

ty or parochial rates are occasionally levied for incidental local purposes, such as building or repairing Court or Alms Houses, Gaols, &c. with other trivial imposts, elsewhere stated, and a Dog Tax. Three days public service is also required of males, from sixteen to forty-five years of age, for the Militia of the Province; and in the event of non-attendance, a fine of ten shillings is exacted for each day's absence.—Some professional exemptions are made, or rather compounded, for ten shillings annually, but aliens pay thirty shillings to the fund. Twice only has that body been for a time permanently organized. The Poor Rates are levied by assessors, annually appointed in General Sessions of the Peace, by the Magistrates, who also nominate other parish officers. Although we bear no Malt, House, or Window Taxes, with others of a domestic nature imposed in the United Kingdom, we, of course, indirectly do those on various articles of commerce, exacted by the Imperial Parliament and Colonial Legislature, as noticed under the head "Trade"—but those on necessities, and even luxuries of life are so very small, that no portion of His Majesty's subjects have greater cause of self gratulation on the lightness of their taxation, or other public requisitions, than the inhabitants of New-Brunswick; and the surplus of all ordinary revenue, after paying the contingencies of collection, &c. is devoted to the internal improvement of the country. And notwithstanding the lightness of those local imposts, &c. still the gross general Revenue of this young Province, collected from all the resources within it, amounted, in 1834, to £90,794 currency—a gratifying evidence, along with its tonnage and its trade, of the wholesome, though rapid nature of its progress.

As noticed elsewhere, vessels carrying Emigrant passengers pay a tax of five shillings currency for every adult on board—for every two under fourteen, and every three under seven years of age. In cases where an evasion of the law is attempted, the proper officer has the power to exact double duty, for both of which the apparel of the vessel is liable; and forms a very salutary check on persons taking more than the legal numbers on board, and also compelling them to furnish an accurate account—the amount of which in 1834, was £2183 11s. 8d. The Law imposing this duty is annexed at length, at the end of these pages, for the guidance and information of those connected with embarkation of Emigrants from the United Kingdom, and to which the attention of owners, private agents, brokers and shipmasters, is required, as a salutary provision for the needy and worthy, on arrival.

MISCELLANEOUS.

1. QUESTION.—“*What is the general character of your Climate?*”

ANSWER.—Although subject to extremes of both heat and cold, this climate is decidedly a generally healthy one. The transitions are more sensibly felt in the interior than on the sea board, but at neither more than a few days to any inconvenient degree: although the thermometer, (Fahrenheit's,) at those periods of summer and winter, ranges from 85° to 100° *above*, to 20° to 35° *below* zero. [See Thermometrical Calendar in appended Table.] The Bay of Fundy and its immediate shores, are proverbial for the frequency and density of their fogs during some of the summer months; but they are far from being unhealthy, and are indeed innocuous to most constitutions, and by many looked upon as an atmospherical panacea for various diseases. Although 25,000 Emigrants arrived here since the Cholera appeared in other places, and from which many embarked during its virulence, none, until the past autumn, were attacked by it; and those who attribute that sad visitation of Providence to atmospheric malaria, are of opinion that the sea-fog has been very instrumental in quelling the miasma. In this climate, however, whose capital is nearly in a parallel latitude with Bordeaux, it can scarcely be said that there is any Spring; the weather changing, in common seasons, with great celerity from Winter to Summer, when vegetation advances with a wonderful degree of rapidity; but it must be also stated, that a similar transition from warmth to autumnal frosts often blights the husbandman's labour; but this is confined more especially to low swampy lands, to the adjacent lands of shallow brooks and streams, whose contiguity at all other times may be justly considered the farmers' feeding crib; as they possess a great deal of fertile meadow, for grass, and have a rich alluvial soil, annually replenished by the sediment left after the periodical overflowing of the streams. The Autumn, or fall, is uncommonly fine and healthy, the air pleasant and bracing.—The salubrity of the climate at this season is enhanced by the beautiful and varied foliage of the woods, unequalled, perhaps, in richness of shade by any forests of Britain, or her tropical colonies. At this period, too, an industrious farmer may do a great deal of ploughing, which experience here proves decidedly the best time for it; and the climate's effects on the soil are afterwards beneficially felt in various ways. The action of the frost and snow renders the ground more pliable—the former closes up the womb of weeds, so that the field is clean in spring for the reception of the seeds. By inattention to this point in fall, the farmer frequently suffered in spring by the delay occasioned by the wetness of his lands, which checked his ploughing till the season considerably advanced. Thus the climate is not only generally healthy, but contributes a strong auxiliary aid to the predial and commercial pursuits of the inhabitants; and

every emigrant should be instructed in that admirable principle laid down by Roscoe, on an interesting occasion, relative to climates—that, with the application of labour, skill, perseverance and judgment—“*Industry can balance almost every other deficiency* :” and Lord Brougham, in his Colonial Policy, practically illustrates this theory in his able reference to the case of Holland, whose agriculture owes much of its present excellence to the natural state and effects of her climate. Two peculiarities in that, however, may be noticed here—viz. the greater extremes of cold in winter than is experienced in latitudes lying much to the north of this—and the density of the fogs at other seasons, from the Banks of Newfoundland, and the Bay of Fundy. Various theories, some apparently natural, others very hypothetical, have been advanced on this subject; but while scientific authorities have not satisfactorily established the true causes, it would be vain, in this place, to attempt more than merely to repeat the fact of such being the case.—Before concluding this paragraph, I am compelled to contradict Mr. Martin Doyle, with regard to the climate of New-Brunswick, relative to the existence of “*Ague*” as a local disease—such is not the case: on the contrary, the saline humidity of the Atlantic vapours are in few cases injurious; and, on the authority of medical men, I aver, that consumption is not locally incidental. Mr. Doyle will, no doubt, when apprised of his error, retract his injurious remark on this portion of our common country. If, in any cases, moral propensities induce disease, with very few exceptions, indeed, can the climate of New-Brunswick be imagined as the cause.

The following very sensible observations appeared some time ago in the newspaper to which they were addressed—the *New-Brunswick Courier*—and are inserted here as the best and probably only regular calendars extant; or, at all events, attainable; with a regret, however, that their anonymous character precludes the pleasure of acknowledgment to the intelligent observer.

The British Provinces of North America have hitherto been greatly misrepresented as to their soil and climate: the erroneous and exaggerated accounts of travellers and casual residents, who have merely visited a few parts of them, or have rapidly travelled through the country, have been taken as a true picture of an extensive region.—Nova Scotia, for instance, which is now known to be a fine and fertile Province, with a climate, in most parts, very agreeable and healthy, is described in the latest works on American Geography, as being mostly a sunken swamp, and as having, at least, seven months winter, with fog most of the summer. In that case we must include the months of October and May—both of which are mild throughout, and frequently very warm. The fogs of Nova Scotia are confined to the southern sea coast, and those of New-Brunswick, to the southern shores of the Bay of Fundy, never extending into the interior: they are also unknown along the extensive Gulf Shore, from Cape Canso to Bay Verte.

The following TABLES, and the observations deduced from them, by giving a particular detail of the weather, in ordinary seasons, at Fredericton, and its vicinity; may, in some measure, serve to correct the impressions, made on the minds of such persons, as may have formed their opinion of our climate, from reading the Works above alluded to.

TABLE FIRST.

*Of the extremes of Temperature, throughout the year,
at Fredericton, in Latitude 46 deg.*

	Before ☉ rises.		At 2, p. m.	
	Extreme Heat.	Extreme Cold.	Extreme Heat.	Extreme Cold.
January and February,	*36 to 26	32 to 42	1 to 5	39 to 50
March,	15 *10	37	14	55 62
April,	7 14	41	23	70
May,	26 32	55 60	43	90
June, July, & August,	40 45 52	70	55 62	95
September,	30 37	62 66	55	80
October,	20 25	57	37	75
November,	14 20	55	21	62
December,	*15 7	75	7 37	50

TABLE SECOND.

Ordinary range of Thermometer during the year.

January and February,	20 to 19	5 14 to 30
March,	7 32 39	55
April,	25 41	45 62
May, June, and July,	32 43 48	55 73
August,	55 66	71 84
September,	43 48 55	55 73
October,	30 46	45 60
November,	21 43	32 54
December,	7 28	19 35

* The Star is not expressed, the degree is understood to be above zero.

From an inspection of the daily registers from which these two tables are formed, the following references may be drawn, as particularly illustrating the singular climate of New-Brunswick.

1st. The severest cold of the Winter usually continues from the 21st of December to the 21st of March, when the common range of the Mercury is at sunrise between *20 and 19; and at 2, p. m. between 5 and 30: though changing towards the middle of March, to 37 and 43 in the heat of the day. It is worthy of observation, that there are, during this season, fifteen days in which the Mercury remains below 14°; and only five days in which it does not freeze: a remarkable instance of the severity of an American winter in latitude 46, which is the parallel of the central parts of France, and the north of Italy.

2d. From the 21st March to the middle of April, the Thermometer ranges at sunrise between 19 and 35, and at 2, p. m. between 35 and 46. From the middle to the end of April, a great increase in the temperature is evident: although it sometimes freezes slightly in the mornings, yet the Mercury frequently reaches to 55 and 64, in the heat of the day.

3d. During May, the mornings continue cold, (being in five cases below freezing, and only two at temperate,) yet the change in the temperature at mid-day is remarkable, being often 62 and 72.

4th. June, July, and August, are very similar in their temperature. The range in the morning is commonly from 35 to 66, and at mid-day, from 71 to 84. In these three months, and until about the 15th September, the Thermometer is during thirty eight days, at 2 p. m. above summer heat, exhibiting a singular contrast to the extreme cold of the winter, such as is scarcely to be found in any other part of the world.

5th. After the middle of September is a rapid decrease in the heats of the mornings. The Thermometer in October at sunrise, on eight or ten days, is below freezing. From the 15th or 20th November to the same time in December, it freezes regularly, though not severely, in the mornings. In the latter month indeed, it mostly remains below freezing.

6th. The extreme range of the Thermometer in ordinary years is from 30 in winter, to 95 in summer; equal to 125° Fahrenheit's, or 70° of the centigrade Thermometer. Yet this amazing change is very gradual, as the inspection of either table will show. A writer of some celebrity has ventured to assert, that on this continent is experienced a Norwegian frost and an African sun on the same day; this statement is so far from being true, that so great a variation does not take place, even in the same month.

These remarks on the climate of this Country will apply, according to the best information I have been able to collect, with very little difference, to a great part of the State of Maine, Lower Canada, at the upper part of the Chaudiere River, the neighbourhood of the Ottawa River, and the Northern Shores of the Lakes Huron and Michigan, and a great western territory besides.

2. QUESTION.—“*Are there any Mines or Mineral indications in your District ? Is Coal found in abundance ?*”

ANSWER.—There are decided Mineral indications in the different districts of the country, and Coal is found in great abundance. Also many specimens of Copper, Iron, Zinc, Manganese, and Antimony : but from the thickly wooded state of the interior, geological exploration and research are attended with much difficulty and expence, and consequently have yet been but limited ; yet in many mountains devoid of timber, indicative mineral strata are obvious.

Coal is the most extensive subterranean production yet discovered in this Province, and an incorporated association has been formed for the purpose of working the mines, which there is every valid reason to believe will, before long, become a beneficial and extending means for the employment of both capital and labour. The excavations on the Grand Lake shores have as yet been most productively worked—the quality varies, but apparently improves. That the engineer may arrive at a tolerably accurate conjecture of the existence of Minerals, &c., it may be stated that at Pictou and Sidney very excellent Mines have been worked for a length of time with encreasing reputation as to quality and demand in the United States for both steam machinery and domestic purposes. It was with a supply of those coal that the steamer *Royal William* so successfully crossed the Atlantic. A west by north course from those veins will strike those most known in New-Brunswick, and considered the best districts for both quantity and quality of the coal. Iron works for native use have also been opened in Nova-Scotia, but only to a limited extent, and principally employed in casting hollow ware.

The samples of Copper yet obtained, have not been extensive, but their analization has been attended with various success—some yielding a satisfactory return of pure ore, others but a very limited one.—It is, however, the opinion of such minerologists as have inquired into the subject, that there is no deficiency of it in the Province ; and in this neighbourhood several gossans are indicated : there is also Plumbago. In Gloucester County lead has been discovered.

In different parts of the interior there are excellent Salt springs ; but rock mineral not yet discovered. The waters of Sussex Vale and Hampton, in the County of Kings, have been submitted to chemical examinations, and found to possess strong properties ; but no comparative analysis having been retained, a more minute reply cannot at present be obtained. The salt, however, brought to market for table use is equal in purity to any in England, and that used in the butter dairy in the Agricultural districts where the springs are, is highly approved of for butter making.

On the eastern shores of the country many beautiful specimens of lapideous ornaments have been found—and throughout every part there is abundance of lime stone, granite, gypsum, free-stone, silex, and dubious marble, with some of a purer quality.

As objects for emigrant absorption in labour, these latter may form an essential consideration hereafter; at present, lime and freestone are only quarried to a limited extent—the former being seldom applied to agricultural purposes, is confined to building and other masonic uses.

But, until the Colony is more densely settled and divested of its forests of timber and underwood, an accurate knowledge of its geological structure and mineral productions will not be ascertained; nevertheless, it is not too much to aver, from the specimens already produced from different sections of the country, that whenever those resources are duly developed and put in requisition, they will prove of incalculable benefit to the country and the parties employed in drawing them forth.

3. QUESTION.—“*Are you in want of Medical men or Clergymen in your district? What remuneration would persons of either of these professions be likely to receive, in case they should emigrate to your neighbourhood?*”

ANSWER.—Replying with a somewhat selfish intent, it might be said, that too many good and able persons cannot come hitherward; but, in justice to the persons individually concerned, it must, in candour, be stated, that the labours of such professional men go a great way in their several vocations for the moral and medical well-being of the colonial population; and, happily for the latter, in all denominations of Christians, they possess the benefit of having the most devout examples, and the blessing of instruction from an erudite and most pious body of ministers.

Medical men of most respectable attainments, graduates of professional institutions, and licentiates, are resident in the towns and various parts of the country, and by their practice, generally, maintain comfortable domestic establishments, without being exorbitant in their charges.

Lawyers are proverbially successful in their practice, and here, as a body, very deservedly so; although, in truth, law or usage hath placed their receipts in no small degree of antithesis to those hereafter quoted.

The Clergy of the Church of England are supported principally by the Society for Promoting the Gospel in Foreign Parts; and, with a few major exceptions, their livings average about £200 sterling per annum.

The Presbyterian Clergy have also a small allowance from Government, about £50 sterling per annum; but as their stipends are chiefly made up from pew-rents and congregational benevolences, they necessarily vary in amount.

The various sources of ecclesiastical revenue of the Roman Catholic Clergy vary, and, like the former, are graduated by zeal and numerical ability.

All other denominations of Christians, Wesleyan Methodists, and Baptists—support their own Ministry. There is not an Unitarian congregation in the whole Province, and heresy and infidelity are alike unknown, and probably no community of the

same extent can possess a body of men in their respective professions more truly fervent in the cause of religion, virtue, and of charity.

There are at present in the Province the following number of professional men—of

The Established Church of England—The Lord Bishop—(resident in Nova-Scotia,)—an Archdeacon, and Thirty other Clergy.

Established Church of Scotland—Twelve.

Roman Catholic—a Bishop, and two Vicars Apostolic, with Fifteen Priests.

Wesleyan Methodists—Twenty.

Baptists—Twenty-five.

LAW.

A Chief Justice and three Justices, eighty-six practising Barristers, and about eighty Students.

MEDICINE AND SURGERY.

About fifty M. D. and Surgeons.

University Professors—Three.

Schoolmasters, Licensed in Parishes, about two hundred.

4. QUESTION.—“*Would persons going out in the rank of Gentlemen, with a capital of £300 to £1000 have a good prospect of obtaining an independence in your neighbourhood?*”

ANSWER.—The result of such a person emigrating to New-Brunswick would necessarily be affected by his own industry and character in any situation. With one half of the latter sum he may purchase a good and comfortable farm, and thereby produce a living, having the other moiety at interest or otherwise engaged. Although the legal established interest is six per cent in all money and commercial transactions; the Banks allow no interest whatever on deposits, nor open cash credit accounts as the Scotch and other banking institutions at home; so that any such small capitalist would have to invest the residue, if he intended to live solely on the farm and interest, in other real or personal security; not at all times available when the money might be required, and therefore not a very judicious measure when the owner possesses health, intelligence, and industry. Some prudent and acute persons with small capitals, have so managed them as to turn to good account by negotiating Bills of Exchange, Treasury Warrants, and other good paper; the terms of accommodation given or received are only known between the parties. In such a business, however, a thorough knowledge of the Bill and money markets in the adjoining Colonies, the United States, and Great-Britain is indispensably necessary, as well as of the stability of the parties with whom the lender is dealing.

Persons of this description may be boarded and lodged, exclusive of wine and washing, at twenty to thirty shillings a week, or from forty to fifty pounds a year.

The following is a list of incorporated institutions in the Province, into which, on market terms, money may be invested and deposited.

Bank of New-Brunswick, Capital Stock, all paid in, £50,000, and dividing now 9 per cent.—Premium 25 per cent.

Bank of Saint Andrews, Capital Stock, £30,000, all paid.—Premium 5 per cent.

Bank of Fredericton, or Central Bank, £15,000—half paid.—Premium 5 per cent.

Commercial Bank, Capital Stock, £150,000, half paid in—Premium 25 per cent.

Savings' Bank, at Saint John—5 per cent. interest on deposits.

Fire Insurance Company, Capital Stock, £30,000, one fifth paid—Premium 25 per cent.

Savings' Banks at Fredericton and St. Andrews, 5 per cent. interest on deposits.

Water Company—*not yet in operation.*

Mining Company—*ditto ditto.*

Canal and Mill Company—Capital Stock, £25,000—£6 15s. paid in on each share of £25.

Bridge Company, do. do. do.

For the information of capitalists, a further list is here inserted of the monied and Joint Stock Companies now in operation, and contemplated to be forthwith established :

The City Bank—to be located at Saint John—stock subscribed.

The Mechanics' Bank—*ditto—in embryo.*

The New-Brunswick East India Company—stock subscribed.

The Shediac and Peticodiac Rail Road Company.

The Richibucto and Grand Lake Rail Road Company.

Tobique Mill Company—to be located at Fredericton.

Fredericton Fire Insurance Company.

Fredericton Bank.

New-Brunswick Mill Company—located at Miramichi.

Quebec and Saint Andrews' Rail Road Company.

Saint Stephen's Bank—at Saint Stephen's.

Saint Stephen's Whaling Company.

Chamcook Mill and Manufacturing Company.

Saint Stephen's Rail Road Company.

Saint John and Saint Croix Rivers Canal Company.

Saint John Stage Coach Company.

The Savings' Bank receives deposits to any amount from parties, but in no case to exceed 200*l.* The Province Treasury issues Debentures for what is funded with it.

5. QUESTION.—“*What articles of Stock, Farming utensils, Clothing, &c. would you recommend an emigrant to take out with him ?*”

ANSWER.—Unless the Emigrant has ample capital to purchase a Farm, there are very few articles to be recommended to him to carry with him ; and even if he has that capital, he will often find persons ready to sell farm, stock, and implements of husbandry together ; the latter generally more suitable to the country, and at a cheaper rate than he could provide them. In bringing out such things, however, those to be suggested are of iron work, such as ox-chains, harrow teeth, spades, scythes, sickles, saws, shovels, &c., but *no* axes as they are made far better here, being an article in which the edge tool artisans excel in making—Hoes also, for the primitive field work, are of a peculiar kind not used in the old countries.—Culinary utensils may be carried, and by all means a comfortable stock of warm clothing and blankets. If the emigrant be a farmer, he will always find it advantageous to have with him some samples of the best seed-grain. It is seldom convenient to embark live stock on board of emigrant vessels, but when it can be done the party will always reap the benefit of having a good breed with him. Pigs and sheep are easily brought, and both are profitable stock, the latter particularly so here ; such as attain early proof with a corresponding fleece of medium quality of long wool. The writer of these pages was fortunate enough to be the first to introduce the Leicester Dishley sheep, as an improving store, which have proved of great benefit in crossing with the native breed. The Legislature subsequently imported others, both Dishley and Southdown, with a number of excellent Durham or short-horn cattle ; and ten years' experience has established their value to the country and the individuals possessing them. It may be interesting to the wealthy emigrant to know that the former of those came from the excellent stock of Mr. Champion, of Blyth, the latter from Mr. Wetherall, of Market Yarborough. It is evident, however, that indulgence in all such importations must be entirely regulated by the means and the views of the emigrant. But it cannot be impressed too emphatically upon the emigrant farmer, to strive to possess himself of grain seeds of the best possible quality. The frequent late seasons, together with early autumnal frosts, strongly recommend the necessity and judiciousness of such a selection at the outset, and all other times.

6. QUESTION.—“*Are there any legal or technical difficulties connected with the sale, transfer, succession, or testamentary disposition of property in your settlement ?*”

ANSWER.—There are no legal or technical difficulties connected with the honest and just alienation or disposition of property in the Province. No laws of entail exist, and when an individual dies intestate, the Colonial statute interferes, and a gavel kind of division of the estate takes place amongst the children, the oldest receiving two shares, and the others equal proportions. The widow, in all cases, (unless ceded by

antecedent securities voluntary entered into by herself,) enjoys her right of dower, which may be compromised for a given sum, and very frequently occurs, by a composition on the amount of the income—generally a desirable measure to the parties concerned, as relieving the property from an uncertain and invidious kind of claim when left to yearly valuation or income. Of the original deeds or grants, letters patent from the Crown, a record is kept in the Provincial Secretary's Office, and plans of the lands under the *grant* are both affixed to the patent itself, and retained in the Surveyor General's Department, to designate clearly the boundaries contemplated in the instrument. Upon any subsequent transfer taking place, or mortgage granted upon the property, it is necessary to insure the validity of the transaction, that the documents should be recorded in the offices of the Deputy Registers in the Counties of the Province, wherein one of each is established. For the due administration of justice in cases of post mortem inheritance, or of an intestable or intestate nature, there is a Court of Probate of Wills, and for granting Letters of Administration also in every County to which a Surrogate and Register is attached—so that strangers or parties becoming heirs to property in real estate may easily acquaint themselves with the condition of it. And this is the more to be considered advantageous to this country as a very marked distinction exists between it and Lower Canada in this matter, where feudal and seignorial terms are in force generally, but not so here. However, by an unaccountable oversight, (at this hour of intelligence, when the *schoolmaster* is so active,) New-Brunswick and the other Colonies hitherto are wrapped up in the general name of Canada. The only distinction to be particularly noticed further between the English Law and that of New-Brunswick, is, that the latter is more summary, and less complicated and expensive than the former. Having already in a brief detail given the leading imperial and local revenue provisions, there appears little else necessary for the emigrants to be made acquainted with relative to this country before arrival, save that the principles of the British Laws and Constitution flourish here in unsullied purity and vigour; maintained by a people proud and jealous of their privileges, and sustained by a Bench and Bar generally eminent for estimable individual virtues, and for professional talent and integrity. In cases of lunacy, the Court of Chancery, of which the King's representative is *ex officio* Chancellor, interferes in the administration of a lunatic's affairs.

The local Government, under His Most Gracious Majesty, is composed of a Lieutenant Governor as his Representative, with five Executive Councillors—the Parliament having three distinct branches, as in England, viz: a House of Assembly, elected by the people—a Legislative Council, appointed by the King, with the title of Honorable to the members—and the Lieutenant Governor; which Provincial Constitution of Legislative polity came into operation in 1786. All the Governors are subordinate as military officers to the Governor General, who resides at Quebec, but who cannot, however, interfere in local matters of legislation, nor other internal affairs, unless per-

sonally present in the Province. The cases of the Earl of GOSFORD, Sir FRANCIS HEAD, and Sir JOHN COLBORNE, however, in the Canadas, being new arrangements of Government.—The Lieutenant Governor may, here, be considered, in his official capacity, as embodying the duties of a Home, Foreign, and (so far as one Province is concerned) Colonial Secretary—but persons transacting business with him, address their communications to the Secretary of the Province.

The Courts are—Chancery ; Court for determining Causes relative to Marriage and Divorce ; Supreme Court of Judicature ; Court of Vice Admiralty ; Court for trial of Piracy ; and Probate of Will Court ; with Circuit and Quarter Sessions. The Imperial Revenue Laws are enforced by the officers of His Majesty's Customs, and those of the Provincial Revenue by the Province Treasurer and his Deputies throughout the Province, and who also collect the duty or head money levied upon Emigrants arriving here, which is reserved by the Act *solely for the relief of distressed emigrants upon arrival, or conveying such to their destination within the Province*,—of which the following is a transcript.

AN ACT

To Regulate Vessel arriving from the United Kingdom with Passengers and Emigrants.

Passed 27th February, 1832.

WHEREAS the practice of landing Passengers and Emigrants from the United Kingdom, who are in a destitute and diseased condition, has become extremely burthensome, and sometimes dangerous to the health of the inhabitants of this Province : And whereas such disease and distress are often occasioned by taking on board ships in the Ports of the United Kingdom more passengers and emigrants than can be comfortably accommodated : And whereas it is just and expedient that the inhabitants of the Province should be relieved from some of the heavy burthens thus imposed upon them ;

I. *Be it therefore enacted by the Lieutenant-Governor, Council, and Assembly*, That the master or person having charge of any ship or vessel which may arrive at any port or place in the Province from any port or place in the United Kingdom with passengers and emigrants, shall, at the time of reporting such ship or vessel, pay to the Treasurer of this Province, or any Deputy Treasurer at the port or place where such ship or vessel may arrive, the sum of five shillings for each and every passenger and emigrant, when the master or person having charge as aforesaid shall make it appear by a Certificate from the officers of the Customs at the port of clearance in the United Kingdom, that such ship or vessel had the sanction of His Majesty's Government to take out passengers and emigrants to the North American Colonies ; and when no such certificate is produced to the said Treasurer or Deputy Treasurer, as the case may be, then and in such case the master or person having charge of such ship or vessel as aforesaid, shall pay to the said Treasurer or Deputy Treasurer, the sum of ten shillings for each and every passenger or emigrant on board such ship or vessel, all which sum and sums the said Treasurer and Deputy Treasurers respectively are hereby authorised and required to demand and receive : *Provided always*, That two children each being under fourteen years, or three children each being under the age of seven years, or one child being under the age of twelve months, with the mother of such child, shall in all such cases be computed as one person, for the purposes of this Act.

II. *And be it further enacted*, That the Treasurer of the Province and Deputy Treasurers respectively, shall keep a separate account of all monies received under and by virtue of this Act, which sums so received shall be applied from time to time, by grants of the Legislature towards relieving destitute and diseased passengers and emi-

grants, and in assisting them to reach their several places of destination within the Province, and paid by warrant of His Excellency the Lieutenant Governor or Commander-in-Chief for the time being.

III. *And be it further enacted*, That upon the refusal or neglect of the master, or person having charge of any ship or vessel, arriving with passengers and emigrants as aforesaid, to pay the sum or sums for each and every passenger and emigrant as aforesaid, it shall and may be lawful to and for the Treasurer or Deputy Treasurer, as the case may be, to sue for and prosecute the same, before any two of the Magistrates of the County where the vessel may be, and on conviction the said Magistrates shall and may levy the same by warrant of distress under their hands and seals, directed to any Sheriff, Marshal, or Constable, at or near the place where the said vessel may be, and by sale under the said warrant of the guns, boats, tackle, apparel, and furniture of such ship or vessel, and the overplus, (if any) of such distress and sale, after deducting the costs, shall be paid to the master or person having charge of such ship or vessel.

IV. *And be it further enacted*, That this Act shall not be in force or come into operation until His Majesty's Royal Assent be first thereunto had and declared:

PRACTICAL OBSERVATIONS.

To the foregoing replies to the propounded questions, the following observations, from seventeen years practical experience, are added, in the hope that they may prove useful to persons intending to emigrate from Great Britain and Ireland, particularly to the labouring classes, and those of limited incomes or means, with increasing families.

First, then : it is of great advantage to emigrants to arrive here in the early part of the year, which gives before them the most active seasons of business and labour, both in town and country, and thereby are enabled to provide immediately for the support of their families, and means for a partial supply for the approaching winter, which with the incidental labour will carry them through till the activity of Spring time arrives. If they previously were possessed of some little funds they may locate themselves in the Fall beneficially and at little expense, as they will begin to receive returns from their lands the following season. One or two actual illustrations are inserted as a fair estimate of the results of emigrant frugality and industry in the wilderness, which, it is presumed will be more acceptable and useful to the enquirer than hundreds of those Utopian accounts of emigrants successes, which are so frequently, and it is feared too, for very questionable purposes given to those who are preparing to embark. The cases now quoted will also go in the corroboration of the validity of the answer to the question on labour. The first is that of a Protestant emigrant from the *North* of Ireland—he received a Location Ticket for two hundred acres of land, situate about forty miles *inland* from Saint John, and for which he afterwards received a grant by paying the then official fees, with others included in the same patent, amounting to six pounds each, which, however, according to the system of that period, he was not called upon to pay till he had taken some crops off the land. The provisions and stock of settlers are, of course, regulated by their means and families ; those of the one in question were comprised in the following limited schedule :

2 barrels Flour—1 wheat, 35s. ; 1 rye, 25s. ; 1 barrel biscuit, 15s...	£3	15	0
1 barrel mackerel, 20s. 3d. ; tea, 15s. ; 5 gallons molasses, 15s. ; } 2 bushels meal, 10s. }	3	0	0
	£6	15	0
Cash paid for carrying stores by land to settlement, 80s. ; Grant } fees, as above stated, 120s. }	10	0	0
Total expenditure,	£16	15	0

When the inventory of his effects was taken, he had been settled nine years, and had raised a family of five children ; consequently, seven souls were supported from the land, (by no means of the best quality, and in a wilderness state when he obtained it,) and his own labour. He possessed—3 cows, worth 15*l.* ; a pair of oxen, 20*l.* ; 2 young ditto, 5*l.* ; 2 calves, 2*l.* ; 10 sheep, 5*l.* ; 6 pigs, 9*l.* ; 1 horse, (purchased and paid for in labour and produce of his farm,) 16*l.* ; Total stock, 72*l.*

LABOUR—30 acres cleared for crop, 60s.....	£90	0	0
1 house ; 1 barn,.....	15	0	0
Furniture purchased,.....	10	0	0
	£115	0	0
PRODUCE—300 bushels Potatoes, in cellar,.....	£30	0	0
80 ditto Oats,.....	6	0	0
15 wheat, rye, barley and buckwheat, . . .	3	0	0
10 tons hay, 35s.....	17	10	0
	£56	10	0
Total,	£243	10	0

To the 16*l.* 15*s.*, however, must be added, his own and wife's passage, and stores, and the few primitive implements, which again may be set off by those now on the farm.

The other industrious example is a Roman Catholic emigrant, from the *South* of Ireland, who commenced upon charitable donations, (5*l.* 3*s.* 6*d.*) and a gratuity of the lot of land, which proving indifferent, he subsequently abandoned, having however, in the course of five years, and supporting a wife and eight children, acquired by labour, produce, and building on his purchased farm, property worth 130*l.*, by assessed taxation. Those industrious cases might be carried to an equal, and probably to a greater extent amongst the emigrants in the English, Scotch, and Welch settlements, where, happily, for themselves and the country, similar instances abound ; but those quoted are from duly authenticated items of property, and may stand in memorial to the wealthy and benevolent at home, how much good may be done by a judicious system of emigration, from the humblest individual in the realm to the highest object of its Colonial system.

An idea is very generally entertained, that emigrants should not settle themselves upon lands until after being some time in the country, and become acquainted with the nature of the work. The observation seems reasonable enough, but by no means of such validity as to deter the party from locating himself as early as possible after his arrival, if he has the means sufficient to secure a lot of land, and such frugal supplies as have already been enumerated. The first great care is, only, that he should not precipitately take land until he has satisfied himself that it is of a good quality; for upon that his future progress will in the main degree depend. The incidental difficulties of his new mode of life and labour will speedily be surmounted by his judgment and perseverance. He will soon acquire the use of the axe when urged by necessity to work with it; and the well known fact of the interchange of personal assistance between the older and newly located settler is probably the best practical and mechanical school-master that can be sent abroad with them into the forest, where they have both the advantages of precept and example. The cases herein quoted are corroborative of the advantage of early striving to settle families in the country, by the industrious labouring emigrant—one was a shoemaker, and as ignorant of axe labour, &c. in the country as need be—the other was a distressed cotter, whom misfortune had driven from near the Cove of Cork, and also as unacquainted with the work he was to employ himself about as could be, until he got to his ground; and the results are manifest, and it must be distinctly understood that the cases are by no means isolated, for they are the common lot of industry and frugality. One other advantage is, also, certain, in their quitting town as early as possible, they avoid temptation to many of those debilitating and demoralising habits which too frequently prevail amongst persons there.

In approaching New-Brunswick by the Bay of Fundy, and it and Lower Canada by the Gulph of Saint Lawrence, the spots most unpropitious to emigrant vessels have been Sable Island, Cape Sable, Newfoundland, and St. Paul's Island, in what is vulgarly called the chops of the channel, being in Lat. 47 12, N., Long. 60 11, W. It is a very bold precipitous rock, about fifteen miles in circumference; on the S. E. and opposite point there are houses, erected for the relief of such as are unfortunate enough to be shipwrecked, and light houses are also about to be built. Sable Island shoals have also been fatal to many vessels; they are between 43 and 44 deg. N. Lat., and 59 and 60 deg. W. Long. At the extremities and middle of the Island there are also vacant houses, and a resident is stationed there for supplying parties in distress. It abounds with water, a lake running along the centre—also with a great number of rabbits and small horses amongst its sandy shores.

In the event of shipwreck upon either of those shores, the most salutary admonition that can be given to the survivors, is to manfully go in quest of the houses of relief that are established for the shelter of the unfortunate; and no provident emigrant should embark without some of the prepared food called *Pemican*. It is both porta-

ble and nutritious, and, in cases of shipwreck, of infinite advantage; and every vessel embarking emigrants should be provided with it, to be kept in reserve in case of disaster. Of the advantage of having a supply of *Pemican* on board of emigrant passage vessels, I will hardly venture a remark; having before me numerous facts of privations, when the vessels are abandoned, and the poor crews and passengers compelled to brave the ocean in the ships' boats—crowded with both sexes and all ages—and unable to bear the load of provision for the sufferers.*

Formerly great annoyance used to be experienced from the indifferent quality of the water supplied at sea, and that too in very insufficient quantities. To this point, therefore, agents and passengers should be particularly attentive. The time, indeed, may not be far distant when Wells' inestimable discovery may be practically useful to those travellers whom necessity carries down unto the sea in ships; but, until that desirable object is consummated the ordinary means of preservation must be resorted to. In cases of abandonment of vessels at sea, the article of provision above referred to would be of great benefit, as every individual could carry about his person an abundant supply without overloading the boats, by which the stock saved from the wreck is very often rendered insufficient and useless. In the long catalogue of able and intelligent books published for the benevolent purpose of guiding and informing emigrants, ignorant of the lands whither they are destined, and of the perils of the deep over which they have to pass; too little attention appears to have been paid by individuals to the latter consideration, and frequently also a merit has been made of an evasion of the statute made and provided for the regulation of emigrant vessels. It therefore becomes abundantly imperative upon those to whom their interests are confided, to caution them on those essential points—an ample supply of provision—abundance of pure water, and scrupulous cleanliness at sea. To some this may appear a superfluous admonition, as the advantages of the one system, and disadvantages of the other are self-evident; but let them be well assured, that, the disadvantages, and the distress, and the disease, and the deaths consequent upon the failure or short allowance of food and water, and want of cleanliness, at sea, are incalculable; and, it is repeated with the utmost earnestness, that, shipping agents, emigrants, and government agents cannot be too scrupulously careful upon the subject.

* QUEBEC, JUNE 24, 1835.—Two of the unfortunate men who were saved from the Brig *Jessie*, of Belfast, after being eleven days at sea in an open boat, were yesterday admitted into the Marine Hospital. Their situation is beyond description: the sailor, Alexander Stuart, has nearly lost both his feet and hands; and the emigrant, Samuel M'Artney, whose wife and two children perished from cold and hunger in the boat, is also in a most deplorable state. It appears that out of twenty-one, only ten survived; and their sole nourishment during the time they were in the boat was a dog and about twenty-eight pounds of soaked biscuit, which they sparingly divided daily among each other. Unfortunately, many who lost their lives had drank large quantities of salt water.—*Neilsen's Gazette*.

Notwithstanding the unspeakable importance, and necessity of paying due attention to this serious consideration, it is truly surprising how frequently its urgency is overlooked or disregarded amongst emigrants. It becomes, therefore, an imperative duty on their friends and agents at home and abroad, to counsel them on the subject. Beyond the mere requirements of the voyage; an ample supply of provisions is more concerned in their further progress than persons unacquainted with that may suppose. But, be that as it may; it may be confidently stated that they have always benefited, and never have been losers by having a surplus of such articles as are necessary for decent people to provide; as they are, (if required by necessity,) able to sell them at an advance on their first cost upon arrival. If they do not wish to sell; they still possess a supply of food for their families upon cheaper terms than they can purchase here; besides, to the labouring emigrant, who, during the throngest influx, may, for a time, find it difficult to get employment, this is, therefore, deeply important. At no period of the year is a good stock of provisions and water more necessary, than when vessels sail about midsummer; for the winds, when any there are, generally blow from the westward, and passages of nine, ten, and even twelve weeks have been experienced, so that in addition to the advantages already pointed out, of sailing early in the season, may be added that of economy and comfort, by a short passage, and saving of provision. In addition too, let landsmen be made aware that to the unpleasantness of a scarcity, calms and light variable winds give a tedium of an almost unbearable nature to the existence of an emigrant in a heated, crowded, and not over-clean haggard, rendered still more dreary by regrets of home and the cheerless, to many, view of the waste of waters and expanse of sky. *Short* allowance, even among the more respectable and better accommodated passengers, induces sensations by no means pleasant, nor beneficial, mentally or physically, and of which, probably, the writer may say, with no small degree of truth—

————— “*quæque ipse miserima vidi,
“Et quorum pars magna fui.”*

But in another class of passengers who do not possess any self resources to pass the tedious time, the circumstance has a most deteriorating, if not demoralizing effect. A morbid insensibility to personal comfort and cleanliness occurs; example adds to practice, practice to numbers from one end of the vessel to the other, and discontent, squalid uncleanness, and disease too often become the shipmates of the unprovided emigrant. Therefore, without taking into account the many untoward contingencies to which maritime journeys are heirs to, in all parts of the world, at no time should a family or individual have less than sixty days provisions on board. And in taking accidents into consideration, probably still more ought to form the minimum.

With those brief precautions preparatory to undertaking the voyage, other considerations force themselves upon the minds of the emigrant's friend—and, first, that of

their conduct on their arrival in the colonies; when all eyes are upon them, and their behaviour marked; is to be seriously attended to. The numbers who idle and loiter about the streets, addicting themselves to the pernicious practices of drinking and dissipation, draw down unfavourable reflections upon the whole body of the more worthy emigrants who happen to accompany them. On the arrival of passenger vessels off the harbours of the Province, they are subject, under many circumstances, to a short period of quarantine, to enable them to get thoroughly cleansed, and all clothes washed previous to admission into the towns. This sanitary restriction is very salutary in various ways, and in times when any epidemic or cholera exists, the period of quarantine is extended as the cases may require. A medical officer then visits the vessels, and parties labouring under disease are removed to the quarantine hospital or lazaretto, and the healthy accommodated otherwise.—A commodious building is now in progress of erection on Partridge Island, at the entrance of the Harbour of Saint John, for the reception of the healthy, who are occasionally, and from necessary precautions, detained some days on the Island for cleansing and other sanitary purposes. As soon as permitted, the Emigrant Agents visit the vessels and passengers, and, on their liberation, are prepared to direct them towards obtaining employment—rendering them all necessary information concerning the country and the terms upon which the vacant Crown lands are disposed of; and at Mr. Wedderburn's office at Saint John, a number of private farms are recorded for sale, and varying in price from £150 to £1500 currency, or from 600 to 6000 dollars; some of which have saw and grist mills and suitable farm buildings.

Immediately, therefore, on arrival, emigrants ought to address themselves to the resident Government Agent for directions in their various exigencies.

One observation further only is required to conclude the present work. That observation is, that all plausibly delusive statements to induce persons to emigrate, should be most scrupulously and religiously avoided. Such delusive practices are reprehensible in principle, and injurious in effect to the emigrant and the provinces. When prospects, too fallacious ever to be realised, are held out to the emigrant, a more than corresponding disappointment succeeds his too sanguine hopes, and he becomes discontented with his fate and the country of his adoption. Emigration is not always and necessarily the offspring of necessity or compulsion, but, generally, voluntary—and it may be relied upon, that, however much incentives to it may gratify the cupidity of some few interested parties—it is the spontaneous flow of emigration to any country that will combine the most permanent benefit to the individual—advantageous consequences to the Colonies, and general formation of commercial, maritime, territorial, and colonial policy and national interest of the Government.

It is enough to acquaint the *capitalist and men of limited income*, with the trade, the agriculture, and other branches of industry in the country whither he would go—and

their own prudence, intelligence, and interest will then be their best monitor and guide.

It is enough to inform the *labouring classes* that with industry and sobriety they will obtain a comfortable livelihood for their families and selves ; and it has yet been invariably found, that, with such plain statements and information, thousands upon thousands of the most deserving have been found ready to embark for any climate and any colony of His Majesty's dominions ; and, therefore, it is most desirable and most beneficial to all concerned, that the exaggerated statements of those obnoxious adventurers should be repudiated to the utmost degree, and received with caution, and with very qualified allowance.

It will further appear evident to every reflecting mind, that, in a young country where the demand for common labour in commerce and manufacture is limited, and where, as far as possible, the husbandry is conducted by domestic strength, (the true and profitable auxiliary to it,) the emigrant's best dependence will be and is upon *his own* individual ability to settle himself upon *his own* land, whether wilderness or otherwise, and applying *his own* industry and the labour of *his own* family in improving and cultivating it for their own support and comfort. It may be, and indeed has been said, that persons who looked only to common labour for daily support at home, have no right to become landholders upon emigrating—granted, *not gratuitous* landholders. But reasonable and valid as such reasoning may appear to those accustomed to dwell on the condition of matured countries, where labour, and the remuneration for labour of all kinds are duly divided, and where the possession of means beyond the labourer's sustenance is hard to be obtained, and the difficulty of receiving ground sufficient to maintain his family, still more difficult to be acquired in fee. The circumstances of young countries like these colonies, do not admit of its application. For, in them, whenever the influx of physical power may exceed that required by the condition of its capital and commerce ; the easiest and only available recourse, is the soil ; and it must still be borne in mind, that unless the surplus of that very physical power be absorbed by ability to settle upon land and made productive by the industry of the parties to support the surplus ; that surplus to whatever extent its numbers may amount, becomes as much a redundant and dependant population in a *new* country as in an *old* one ; and it must, therefore, carry ample testimony along with it, that the great body of persons who emigrate from the United Kingdom of Great-Britain and Ireland will best and most effectually consult the amelioration of their own condition, by frugality, industry and ability to settle upon lands of their own. And in the hope and most unfeigned wish that prosperity in every department of honest industry may attend the progress of all who seek an asylum here, the present pages are transmitted as an earnest.

Did the limits of the present observations permit, matter of much interest on the political and historical character and position of the Province might be introduced.

The progress of the settlement of the early settlers, and the arrival of emigrants from the revolted Provinces and the mother country in 1783-5, to their and other emigrants arrival and progress to the year 1835. In computation of time, the period is not very extensive; yet, from the circumstances which have occurred during it, much interesting matter might be collected, could the authentic documents relative thereto, be found and duly arranged; but, it is to be feared, that, save only those that may be officially preserved in the archives of the Colonial Office, many very valuable papers on the passing occurrences of those days are lost, or mouldering in the bureaux of the departed worthies who were themselves witnesses of, and actors in, scenes by many forgotten, but by few unknown. It is devoutly to be hoped, that the still immediate and talented descendants of those patriot parties will lay before the world, ere they themselves are doomed to leave it, a combined series of provincial occurrences, and thereby add further utility to their former useful lives, and honor to their country—and perpetuate the same noble and patriotic sympathies and principles which animated their forefathers.

But, beyond the description of persons referred to in the above observations, there are other classes of emigrants turning their courses towards His Majesty's Colonies, who cannot for a moment be supposed to immigrate into them, with their families, for the mere purpose of reconciling themselves to aim at nothing beyond sheer sustenance—nothing beyond woodland locations—nothing beyond the humble aspirations of settling down as mere hewers of wood and drawers of water in the wilderness. A due consideration for the feelings and condition of such emigrants; a proper estimate of the capacity of the country for their reception; and, a just sense of the identity of all the interests of that country and its people with those of the Metropolitan portion of the empire, forbid, most unreservedly, all such contracted ideas; and the right hand of welcome and fellowship is cheerfully extended to meet them as they reach the shores of this liberal minded land. Circumstances of an unfortunate nature, may have, indeed, impaired their former fortunes; darkened their earlier prospects; and sent them, (in the vale of passing years,) to retrieve their means and close their troubled days far from the homes, where their forefathers lived and closed their lives. There is something truly affecting in contemplating the circumstances of such venerable emigrants, as well as the migration of others, less advanced in life; and few, probably, none indeed, can tell that such scenes are by no means unfrequently presented to their confidential agents and advisers here. To all such, therefore, of this respectable class, who meditate emigration, let the same words be addressed; ere they quit their homes; which have been spoken here—and to many, happily, with some effect; when far distant from them; and to many others like them in circumstances and former station. Unfortunate and unforeseen occurrences may render their prospects inauspicious upon arrival, and entering on a new mode of life in this new and woody world; but, let them not succumb to unavailing regrets for the past, nor yield to despondency for the present. Remote, they

will, no doubt, live, from the early acquaintances of other days and of other lands—but, still, they will meet here, numbers of persons, native and emigrant, of much intelligence, hospitality, and genuine old country feeling, in loyalty and patriotism, of attachment to the institutions and establishments of Great-Britain and Ireland, in Church and State. Let, then, the emigrants hold fast their moral courage; call into action their natural abilities, education, intelligence, and industry; and strive to employ them usefully for themselves and their country; remembering, always, that, they and their families are becoming an important integral in the colonial community of the realm, in all their various relations; and, that, while thus acting their manful parts, the disappointments that may be pressing so poignantly upon their minds, will, under the goodness of the Almighty, prove but of ephemeral duration; and, that, in due time, they, and their offspring, may look forward to a participation in those honorable civic employments and emoluments which are open to, and attainable by all the worthy, intelligent, and virtuous, under the free and patriotic institutions of the British empire. Let them banish, then, all weak and worthless fears, and fight the good fight required of them by their families, their country, and their God!

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GENERAL VIEWS.

AN instructive writer, "*who, though dead, yet liveth,*" was pleased, in the range of his many works, to narrate some of the leading features, and delineate some of the living characters, who held conspicuous stations in the affairs and condition of Great Britain "Sixty Years since."

A similar retrospective period might be referred to in tracing the origin and progress of this country, with such biographical memoirs, geography, and history, as might alike afford entertainment to the more aged, and instruction to the young, in matters relating to men, measures, and circumstances, which characterised the national drama of that epoch. To another branch of Statistics, however, those recitals more properly belong. But this designation of works concerning countries, is so recently introduced into the general vocabulary of the English language, that modern lexicographers, assign its production to the late admirable Sir John Sinclair in treating of the trade, population, &c. of his native country; and by some of the present day, the extent of its application is frequently misapprehended; and, although in its general features nothing appears very engaging in the prosecution of its study, few subjects of lay employment possess greater attractions, nor are attended with more beneficial results, and, therefore fully warrants this introduction to the Tabular portion of the present essay. The man of reflection, the moralist, the merchant, and the statesman, well know the research and thought it demands, and to them it possesses commendations of an intrinsic order, embracing views of the past without the dross and alloy of prejudice or perverted political bias or party opinions; and enables them, with calmness, and almost precision, to anticipate the future condition of Provinces or of Nations. Facts, thus recorded, are sustained by their verity alone, and challenge investigation by the minutest inquiries into all the objects of which it treats; with the nature, properties, and effects of their relative influences on their country's interests and those of Foreign States. It is for

the high purposes, therefore, of prospective legislation, philosophy, and patriotism, as well as sources of authentic information to a people, that all statistical researches are profitable, and the records valuable to a country; and probably to no country; certainly to no country so young, and people so flourishing as this, can the statistical development of their progress be of more interest than to those of New-Brunswick now upon the arrival of the semi-centenary jubilee of their Constitutional existence as a Represented and Representative Body. The first meeting of the Provincial Parliament having begun at Saint John on Monday the 9th day of January, 1786, since which period, of only fifty years, owing to a series of wise domestic measures of internal legislation, with the co-operating Acts of the Imperial Parliament on all important questions of national interest, this Province has attained a comparative integral consideration to mete with any other portion of the empire, and whose interests now may not innocuously and tacitly be yielded up to rear the fallen fortunes of continental rivals, nor to gratify the restless policy of wayward politicians. And before these pages are closed they may feel satisfied, that the condition of prosperity is proceeding so gradually and so beneficially to all concerned at home and here; that, it would be an act, too serious to name by the mildest word, to sacrifice those interests so dear to the Colonies and so essential to the United Kingdom at the feet of the Swede, the Pruss, or the Norwegian trade.

By reference to the annexed Table, will be seen the comparative tonnage owned here, and that belonging to Great-Britain employed in those trades a few years ago.—The progressive entrances and clearances for a series of years; the tonnage; and the men employed:—the comparative view of the progress of tonnage in one of the most flourishing ports and towns of Britain with that of Saint John, during a period of forty years—and ending on the 1st of January, 1836, and then may be compared the disadvantages under which Saint John laboured, with the far more fortunate circumstances of such a place as that referred to. And to all those acquainted with the flourishing condition of that enterprising town, and who have a voice in the national councils, the case of Saint John, (and with it the whole Province,) has a most powerful claim to Parliamentary protection to its enterprise and value. It has an individual claim as the commercial emporium of this important Colony, and it has a common claim with the rest of that Colony, to urge an adherence to the line of metropolitan policy which has so happily accelerated the interests of the King's Revenues—the value of His territory and its timber; and proved of such advantage to British manufactures, shipowners, seamen and emigrants—and it has a vast national claim from the great political position it holds, with others, in the Western Hemisphere of the British Possessions—the non-recognition of which claims may prove seriously injurious to the common interests of both countries. But in pressing them and the maritime and commercial affairs of the Colony forward to public consideration, it indicates no vain or arrogant boast of

Provincial prosperity.—No. But it does indicate, that, under the blessing of Heaven, and long continued and excellent Laws in England, relative to trade and navigation, she and we and all her Colonies have benefited by them.—If *she* hath gathered the brood under her extended wings, *they* have warmed and enriched her, and will continue to do so, if not thrust away to other markets, like drooping chickens in a wet and needy day. Such it is hoped will not however be the case, for unquestionably the people and ministers of Great-Britain set a higher and more just value on these Colonies than their predecessors of the eighteenth century did to others. A century, indeed, replete with occurrences of as deep and interesting a character as ever agitated the world; the instrumentality and effects of which must remain imperishably registered in the annals of the British Empire; some of which, might, with great propriety, be here narrated, did the occasion permit, as among the causes which led to the formation of New-Brunswick. The early part of that period was ushered in by a series of military achievements and victories, which fully vindicated the power and influence of England among the nations and the cabinets of Europe. The final exclusion of an ancient dynasty of Kings forever from her throne was consummated, amid insurrection and civil war, which terminated in the firm and legitimate establishment of the Hanoverian family as Sovereigns of the Kingdom. Notwithstanding the intestine broils and abortive conspiracies with which that accession was accomplished—commerce, education, wealth, and intelligence, were bursting the barriers of political factions and religious inveteracies, and were diffusing their powerful and beneficial influence amongst the people, and calling into accumulated action the energies and resources of the country; whilst merchants and armies were establishing her supremacy, and founding another British Empire in the Oriental World.

Happy, indeed, might it have been for her, if similar wisdom had dictated and success attended her administration in other quarters—but rival interests and adverse political principles, swayed with rancorous virulence and asperity the councils of the nation at home with regard to the affairs of the North American Provinces at this time, and antecedent to it. Ill digested legislative enactments were hurried on in confusion on one side of the Atlantic, and enforced with rigour on the other. The Provincials considered themselves aggrieved, and remonstrated, believing, as was likely to be the case in those days, that neither their circumstances, situation nor *morale* were understood. Their representations failing to have effect in the proper quarter, produced feelings of discontent, and unhappily prepared mens minds for ulterior objects. Such alternations of policy and perversity of legislation in jarring cabinets were nearly brought to issue by as questionable and abominable coalition of party as ever blurred the records or degraded the course of political machinations. But other measures had before-hand been adopted by the other party, which marred the manœuvre, and ended, after a sanguinary conflict, and drenching the earth with the human and kindred blood of forty thou

sand souls in the irrevocable dismemberment of the *United Colonies* from the sway and sceptre of the English Crown, and ultimately made New-Brunswick a margin and a boundary of the Empire.

Those dark days are, however, passed away, and brighter ones have dawned on the remaining Colonies of England in America—the prosperity of one of which will here be endeavoured to be elicited. True, indeed, apprehensions, and great apprehensions have been and are entertained, of the introduction into Parliament of measures relative to the duties on timber from the North of Europe, which would, if passed into a Law, militate most grievously against the interests now, and ultimately against those of the old country itself.

But surely no British ministry—call them by what party name you choose—would sanction the introduction of such measures into Parliament—no British House of Commons would entertain them. For although they might cramp and embarrass the trade of the Colonists, and drive them to seek other markets, and interrupt the intercourse with the home merchant and manufacturer, they will not be able to effect the general annihilation of that Trade, though they may, indeed, deeply depress it for a time. But once part the cable by which it rides so happily on the anchorage ground of England, and who can tell into what port the vessel must run when the link is snapt. Once divert the current of Colonial commerce from its home channel, and it must find another course—once divest it of those associations and interests which have so long existed, and which habitude and mutual benefit have cemented, and it will naturally, nay must of necessity, cultivate other associations and interests, however uncongenial or repulsive to the principles of the Colonial people at present, or however equivocal the results may prove to be hereafter. But, should the attempt unhappily be made, it is firmly believed, the British King would never give it his assent—nor sanction the interruption of His Colonial Trade—the destruction of its commercial fleet; the loss of employment to the seamen; the downfall of the prosperity of the merchants; the suppression of the labour of emigrant and native workmen and mechanics; and the improvement of this Possession. *He* will not tolerate, it is hoped, the Woods of that possession to remain unfelled, and unproductive to His subjects; whilst the vessels of alien Europe are crowding to the ports of the United Kingdom, with similar cargoes from foreign forests, upon terms with which His Majesty's own people cannot compete; and thus cut them off from mutually advantageous intercourse with England, Scotland, and Ireland. If the Colonial freights are excluded from the Ports of the narrow seas, by favouring Continental timber in a manner tantamount to the exclusion of Colonial—the Colonists will be left at the mercy of other powers; and how will the case then stand? By the very nature of their Constitutions, if they may be so called, they, the Colonies, can neither legislate nor negotiate with Foreign States on matters of Trade—that the Imperial Parliament and Go-

vernment have reserved to themselves. Those powers, therefore, will carefully watch the measures of the Mother Country, and will admit Colonial ships and produce into their ports, upon just such terms only as will best answer their own purpose, with a mere shadow of inducement for the Colonies to trade with them ; and in all probability with similar *reciprocity* of advantage as has been hitherto conceded. The United States markets are the nearest for the lumber and scantling and timber of this Province ; and even if they could consume every foot that can be cut and *carried thither* by the *tonnage belonging here*, is it to be supposed that they would allow those cargoes to be carried solely in British vessels, when so many of their own are in want of freights ? They would do no such thing ; but would regulate their admission and *equalize* it in such a manner as, no doubt, to leave the *equality*, like the institutions of their country, all on their own side ; and, if they could, might not scruple to make the exigencies of the Provinces subservient to other purposes. Thus would this Province, at least, now flourishing under existing laws, be left to combat European *claims* on Great-Britain on the one hand, and United States *reciprocity* on the other.

Before referring to other authentic documents, a few instances of advancing prosperity may be inserted, as illustrative of the beneficial effects of the existing laws.

In 1833, returns were required of Saw Mills, &c. in the Province : there were then 229 Saw Mills, valued at £230,000—on the 1st January, 1836, the number was 320, valued at £420,000, cutting upwards of 170,000,000 feet of lumber—and early in the year, contracts were entered into by the New-Brunswick Mill Company, to the extent of £28,750, for the erection of other mills, which, when in operation, are estimated to cut from 100,000,000 to 150,000,000 feet of lumber, &c. in addition to the above. And the Aristook upper and lower Mills, Rapid de Femme, Tobique, Lancaster, Grand Falls, and numerous other establishments, are in active preparation for similar purposes.

In 1834, the capital invested by charter or incorporation, in Banking, was £230,000—in 1836, it is £445,000, by the same enactments, and with private foreign capital in circulation here, may be set down at £500,000. In 1834-5, the amount invested in Joint Stock Associations was, including the Land Company, £120,000 ; in 1836, the amount incorporated by Legislative Acts, is Two Millions currency.

In 1831, the imports into St. John amounted to £577,000 currency, and, with the exception of £50,000 sterling of foreign produce, one half of which was carried in British bottoms, and £15,000 paid in Colonial produce ; the whole was British and British Colonial manufacture and produce, from Britain and British Colonies, in vessels manned by British sailors.

In 1835, the imports to the same place amounted to £1,040,000 currency, of which £88,026 sterling, was foreign produce ; only about one third of which, say

£24,896 was brought in foreign vessels, and £63,120 in British—and £20,094 stg. of the amount paid in Fish and Colonial produce.

Reference has been made to one of the most flourishing towns of the United Kingdom, and a comparison offered between it and Saint John, during a period of 40 years progress. The account current will stand thus—in shipping :

In 1795, Dundee had	8,550 Tons.	Saint John, at utmost,	4,000 Tons,
In 1824, “	17,945 “	“ registered,	16,000 “
In 1836, “	39,531 “	“ owned,	59,663 “

Being a balance of 20,132 Tons in favor of Saint John.

Another comparative view may be advanced in proof that, young as the Colony may appear, it exists in no unproductive state of adolescence, even when compared with the navigation owned by the other great ports of Scotland. Thus, only as far back as September, 1817, the whole Clyde only owned 65,358 tons of shipping, and employed 4051 men and boys—viz.

Greenock, registered	41,601 Tons—employing	2511 Men.
Port Glasgow, “	19,132 “ “	1133 “
Glasgow, “	5,624 “ “	407 “
Total..... 65,358 Tons,		4051 Men.

And a very considerable share of the above tonnage was actually owned in New Brunswick. In 1835, after deducting the sales, transfers and losses during that year the increase in tonnage owned in New-Brunswick is 4177 tons—making, in all, 80,876!—of which, 63,876 tons are registered at the Port of Saint John.

With regard to Population—the increase stands thus:—1782, 12,000—1803, 27,000—1824, 74,176—1834, 119,457—exclusive of Indians, supposed by the Commissioners to be about 1700, and decreasing. From 1831 to 1835 inclusive, 30,000 Emigrants arrived at Saint John.

Again, with regard to Provincial Revenue.—The first collected for 1786–7, was in gross amount £742 currency—that for 1835, (being the fiftieth report, 1836,) nearly £70,000, or net £60,716, exclusive of Light House, Hospital, and Emigrant duties—but, of the gross amount, about £4000 were returned for prompt payment.

The following progressive state of the Provincial Revenue, and part of the King's Casual Revenue for six years was brought before the House of Assembly on Tuesday the 23d February, 1836 :

NET REVENUE OF THE PROVINCE.

1830...	£49,670
1831...	28,196
1832...	87,518
1833...	35,661
1834...	45,220
1835...	60,316

KING'S CASUAL REVENUE, BY SALE OF CROWN LANDS.

	<i>Acres.</i>	<i>Value.</i>	<i>Purchasers.</i>
1830.....	38,000	£ 5,600	205
1831.....	62,000	8,100	310
1832.....	63,000	12,000	315
1833.....	90,000	15,000	370
1834.....	42,000	7,000	246
1835.....	169,000	46,000	383

License, Stumpage, and Lease amounts not included.

A considerable number of acres (to the extent of 80,000,) beyond the return above, was sold, but the purchasers not complying with the terms of sale, the land reverted to the Crown, and was offered by the King's Commissioner, under directions of the Governor, for public sale at Fredericton—the established mode of disposing of lands—but subject to occasional variations as expediency may require, and very frequently thought necessary of late.

From nine to ten millions of acres of Crown lands, beyond the disputed territory, are still at the disposal of Government.

What the advanced and advancing revenues of the Crown must be, may independent of the sale of lands be estimated with some conjecture at the present time, though the value of land and timber lands cannot be so prospectively estimated. Nevertheless that it must be great is unquestionable, and with the timber, lumber, and shipbuilding trades, the King's interest must increase in amount, and if duly applied, as doubtless it will be, and as it is said, in improving the Province—it must tend essentially to ameliorate its condition, and to increase the happiness and prosperity of its people now here, and those who emigrate to it hereafter.

That interests so sacred and so cherished will be overlooked, cannot be supposed for a moment, or that they should be hazarded by a phantom of foreign policy, doubtful indeed in its nature, and prejudicial should it be practised, even should that practice be but of ephemeral duration.

But should any plea of national policy seem in the eyes of some men to require the oblation, and that the Colonies must, innocent and Isaac-like, be the victims, it is not the people's fault—they have done all that faithful men could do to stay the sacrifice by fair, candid, and manly reasoning. They disdain the artful clamour of domestic agitation, and approach their subject undegraded by a factious spirit. If the affairs of trade demand attention, they assemble from one end of the Province to the other, interchange their sentiments like honest men and good subjects, and transmit the result of their deliberations to the highest powers in the realm. If in any department of Executive administration they believe that beneficial changes may be made, they enter upon the subject with similar public candour—abjuring all personal considerations and reflec-

tions on good and able public officers—but paying attention only to such means as may tend to benefit the country. On the Timber question, they have, by themselves and their Parliament, and their Governor, approached the Throne and Parliament at home, and dutifully and firmly expressed the painful apprehensions they fully entertain of the disadvantages that will attend the King's interests and their own, if an alteration be made in the duty on Baltic wood, which must necessarily, from the distance and expence of carrying this to markets beyond what that of Northern Europe can be brought, tend to destroy the trade. Equalization of duty has something very agreeable in name, but it is feared that if it is tried between the Continent and Colonies, it will not be unlike *equity* in Chancery. It is long ere found and when found costs more than it is worth. Such will be the effect of disturbing the present beneficial laws in their course, and substituting *equalization* trade, and voyages and duties in their stead.

Indeed, when the whole subject is taken up in detail it may be found more difficult to render it applicable to equalised practical purposes than may appear when it is merely viewed as the abstract principle. Simple even as the system of levying duty now appears to be on Deals in England from this Colony,—merchants have to their cost found out, that it amounts in reality to much more than appeared to be the absolute duty from distinctions of portions of the deal according to the Law. If complication be added to the present system and duties levied by relative values or prices of the article—the system may soon be found vexatious and unprofitable to the merchant and shipper.

Amongst other important discussions a short time ago, the affairs of Holland occupied a conspicuous place in Parliament, and every proper topic was brought forward as illustrative of the consequences of a partition upon the manufactures of Great Britain; as through that country the great influx was made to Central Europe, a circumstance long viewed with hostility by the Belgian manufacturers. The amount stated by one party, and conceded by the other was £2,000,000.

In summing up the Dutch claims, as an old and faithful ally of England, it was averred, “that the export to France was inconsiderable; that to Flanders, trifling; but that to Holland immense. It took off £2,000,000 worth of exports, and employed 350,000 tons of shipping.” A trade well and truly worth protection;—but, if Holland, with its 2,500,000 inhabitants, and the centre of Europe consumers at their backs, took only £2,000,000—how much more comparatively immense are the imports from Great-Britain, by natural customers, of only 120,000 inhabitants in this Province, who are keeping 322,000 tons of shipping constantly employed by British subjects and British interest, unfettered and uninterrupted by the discordant influences of foreign politics.

In the comparison, it is true, Holland is not a timber growing and manufacturing country, nor is she referred to as such—neither does it matter whether a trade be made up of woods or woollens, or both together, so long as that trade is beneficial to the parties

concerned ; and, therefore, the mere case of amount (apart from all other considerations) is here advanced as a most valid and legitimate claim on the part of the trade of this Province for protection by the Imperial Government, over that which will supersede it under other laws than those now in force, and must consequently deeply influence the prospects and progress of emigration in the North American colonies, as well as the established interests and inhabitants, and their mercantile relations at home.

What the Canadas, Nova-Scotia, and the other possessions may import and remit for, we stop not here to dwell upon—but it is nevertheless certain, that the fate of one and all is involved in the common course of commercial policy now contemplated towards the nations of the Northern Continent.

The tonnage of foreign vessels employed in the trade here is trifling in amount as appears by the imports of foreign produce in foreign bottoms, according to the official returns of His Majesty's Customs—and leaves, as already advanced, a powerful proof of the rapid, yet safe and healthful progress of New-Brunswick in assimilating its condition with and emulating the commercial station now possessed by the wealthy allies of England in their navigation, their industry and trade ;—and experimental politicians may believe that the day on which they resort to the Continent for the supply of Timber for home consumption to the injury of the Provinces, that very day will they usher in most serious alienation of Colonial commerce ; the loss of natural and valuable dealers, and probably the political weakening of the British Possessions in North America. Persons yet unacquainted with the morale of those loyal and spirited people, may now willingly learn, that they have never yet been subjected to, far less habituated to, any species of destructive policy,—and, therefore, ill know how to palliate its exercise on the plea of expedience, and far less too, to tacitly admit an attempted justification of such policy because of any apparent weakness in the object which it assails. To avert then the apprehended calamities to the Colonies is worthy of the best exertions of every good subject in the Kingdom ; and a sense of national magnanimity, policy, and interest forcibly forbid the risk of placing their trade in such a state of instability and uncertainty as the continued agitation of the timber duty question naturally produces in the country.

The detailed export of which article for 1835, is as follows :

STAPLE EXPORT, &c.

1835.

WOOD.

Rickers.	Square Timber.	Boards.	Deals.	Staves.	Shingles.	Hand-spikes.	Oars.	Lathwood.	Tree-nails.	AMOUNT.	
										Sterling.	Currency.
£94	£291,817	£13,437	£104,150	£12,967	£1,905	£52	£478	£4,966	£157	£430,428	£406,649

FISH.				OIL.			
Dried.	Pickled.	Smoked.	AMOUNT.	Cod Liver.	Seal.	Whale Oriental Fishing.	AMOUNT.
£12,894	£21,269	£1944	£36,107 <i>Sterling.</i> 41,662 <i>Currency.</i>	£849	£1088	£10,988	£12,922 <i>Sterling.</i> 14,910 <i>Currency.</i>

The amount of this local industry, export, and enterprise, for the past year, and increasing for the present, being £553,216 currency, exclusive of coadjutive business, and the tonnage annually built and consigned direct to the United Kingdom, or, as required, through the West Indies, to the same destination, which thus carries double freights. But, interrupt the Timber Trade, and no such tonnage could be constructed with any advantage, or so employed. For, even now, the utmost circumspection is required of merchants, to maintain it in a state of creditable solvency; and, whilst these pages are in progress, vessels of large dimensions are daily arriving for cargoes of Wood of this Colony, after having in vain taken the circuitous voyage from Britain to the Carolinas, in quest of return freights of Cotton. If, then, the main spring and vital artery of the present intercourse is to be impeded, the whole collateral and dependant machinery must inevitably fail in its wholesome action with England, and drive the Colonists to essay some new course of commerce, foreign to that which has hitherto proved most conducive to national interests—tested by the severest principle—proved by continued practice, and consummated to the passing time by the happiest results.

But come what will, however, better far that the Colonists should know the full intentions of Ministers with regard to them, than be doomed to suspense from one session of Parliament to another—consequently either paralysed in their enterprise or acting upon the vast responsibility of their properties, and their fortunes, and their credits.

There is something peculiarly sensitive in the genius of British Liberty, which, while repudiating all sordid views, beholds with intense jealousy every measure that may abridge in the slightest degree her commercial, and manufacturing and maritime interests, and more especially is that feeling excited when foreign interference to a prejudicial degree is manifested in the form of fiscal legislation. And if that principle be a prominent and Constitutional feature, as it is, in its general character, it is no less and properly visible in those of the Colonists, whose *individual* stake, from their position and avocations, are more deeply identified with those three great pillars of national prosperity than any other class of individuals whatever under the Crown. In the old country, one man prosecutes one individual business, and may, if he possesses a little disposable capital, appropriate a part in some other way. But here all are interested in *general business*. The merchant, carpenter, mechanic, underwriter, sailmaker, grocer, and saddler—all are engaged in it; all are identified with those great interests:

over which Great Britain exercises the controul, and keeps their industry and enterprise and capacities at command. What wonder, then, that those Colonists, feeling how deeply the state is connected with them, and honestly feeling the benefit they are to the State—and feeling too, that they have other opening means to benefit it still more ! What wonder that they view with alarm, continued agitation on a question fraught with such important consequences as the timber duty is. Colonists, native and emigrant, are no obtrusive meddlers in state affairs, beyond their proper province ; and whenever they feel called upon to come forward, it is with sentiments most purely loyal, dutiful, and patriotic, to plead, however feebly, the Colonial cause, and vindicate, upon principle, the Colonial claims, and due protection to Colonial commerce.

The resumption of direct Colonial taxation, by the Imperial Parliament, might indeed be more obnoxious, upon Constitutional principles, to the people, but not one whit more injurious to their interest, than passing a code of maritime laws, by which their trade would suffer most severely, if not almost totally annihilated by *foreign* competition. The sensitiveness of Colonists to undue preferences in matters of trade even between people of the same nation, was sadly experienced on this Continent, about *sixty years since*, by a train of untoward circumstances connected with *duties*, arising on the one hand to exact the payment of a debt, incurred to Government by one class of Merchants from the pockets of another who owed them nothing ; and, on the other, by attempting the enforcement of a political system, now justly derided, and long ago wisely abandoned.

But as these pages are not set apart to record what was before the formation of the Province—but to elicit by Tabular Statistics what it is after a period of fifty years ;—historical details and politics of antecedent days are willingly passed over for the present. But the author avails himself of this opportunity to lay before his readers two admirable documents addressed to the Throne in the year 1782, which may, in conjunction with other reasons, account for the establishment of this district into a distinct colony, and pave the way for the results which have followed that establishment. This conclusion may readily be inferred from a knowledge of what was passing in the Cabinet at home at the time ; and, as if to consummate the King's earnest desire for peace, and an asylum for his faithful subjects—a person was appointed to prepare the way ; and in the London Gazette of the 13th July, 1782, John Parr, Esquire, was appointed to be Lieutenant Governor of Nova-Scotia, and confirmed by Letters Patent, dated 16th August, 1782, in the room of Francis Legge, Esquire—and preliminary steps soon after began for this purpose—Lieutenant-General Sir Guy Carleton, K. B., having been previously (on the 23d February, 1782,) appointed Commander-in-Chief, with powers to treat for peace with General Washington. The surrender of Lord Cornwallis at Yorktown, on the 17th October, 1781, and its evacuation on the 19th, seemed to close the blighted prospects of the faithful loyalists, who, under all vicissi-

tudes, had borne a part as noble and devoted in duty to their King and Constitution as ever was engraven on the altars of public fidelity and virtue. At this mournful moment of national misfortune, they addressed the following Declaration to the King and both Houses of Parliament :

**THE HUMBLE AND DUTIFUL DECLARATION AND ADDRESS OF HIS
MAJESTY'S AMERICAN LOYALISTS.**

TO THE KING'S MOST EXCELLENT MAJESTY, TO BOTH HOUSES OF PARLIAMENT, AND THE PEOPLE OF
GREAT BRITAIN.

WE, His Majesty's most dutiful and faithful subjects, the loyal inhabitants of America who have happily got within the protection of the British forces, as well as those who, though too wise not to have foreseen the fatal tendency of the present most wanton and causeless rebellion, yet from numberless obstacles, and unexampled severities, have hitherto been compelled to remain under the tyranny of the rebels, and submit to the measures of Congressional usurpation; animated with the purest principles of duty and allegiance to His Majesty and the British Parliament, beg leave, with the deepest humility and reverence, on the present calamitous occasion of public and national misfortune, in the surrender of Lord Cornwallis, and the army under his Lordship's command, at York Town, humbly to intreat, that your Majesty and the Parliament, would be graciously pleased to permit us to offer this renewed testimony of loyalty and attachment to our most gracious Sovereign, and the British nation and government; and thus publicly to repeat our most heart-felt acknowledgements, for the infinite obligations we feel ourselves under for the heavy expences that have been incurred, and the great national exertions that have been made, to save and rescue us, and your American Colonies, from impending ruin, and the accumulated distresses and calamities of civil war. For such distinguished proofs of national care and regard, we confess ourselves utterly unable to make that adequate return which our hearts, replete with the most dutiful and grateful sensations, most willingly offer, but which we have not words sufficient to express. Our sufferings as men, and our duty as loyal subjects, point out to us at once the propriety, in our present situation, of thus publicly repeating our assurances, that we revere, with a kind of holy enthusiasm, the ancient constitution of the American Colonies; and that we cannot but lament every event, and be anxiously solicitous to remove every cause or suspicion, that might have the most distant tendency to separate the two countries, or in any remote degree to lessen the claim we have to the present aid and continued exertions of Great Britain, especially if it should arise from any misrepresentation or distrust, either of our fidelity or our numbers, to entitle us to the future countenance and protection of that Sovereign and nation, whose government and laws, we call God to witness, that, in the integrity of our souls, we prefer to all others. The local prejudices of birth and education, and the weight of past and happy experience, conspire together to render in our breasts, most sacred and inestimable, our relation to British subjects and British laws. We deem it more valuable than life itself, and under the most trying circumstances, have invariably resolved, in defiance of every hazard, to assert our rights; and, as far as in our power, in opposition to every other state and kingdom in the world, to adhere to the nation and country from which we sprung; and to which, with honest pride and gratitude, we acknowledge that we owe both our natural and political existence.

Unhappily, indeed, for ourselves, and we cannot but think unfortunately, too, for Great Britain, the number of well-affected inhabitants in America to the parent country cannot, for obvious reasons,

be exactly ascertained. But there are facts from which the most undoubted and undeniable conclusions may be inferred, and to which, for want of other evidence, we must recur, resting our appeal upon such proofs to the unerring and unbiassed decision of truth and candour.

The penalty under which any American subject enlists into His Majesty's service, is no less than the immediate forfeiture of all his goods and chattels, lands and tenements; and if apprehended, and convicted by the rebels, of having enlisted or prevailed on any other person to enlist into His Majesty's service, it is considered as treason, and punished with death: whereas no forfeiture is incurred, or penalty annexed, to his entering into the service of Congress; but, on the contrary, his property is secured and himself rewarded.

In the former case, he withdraws himself from his family and relations, without any possibility of receiving any assistance from, or affording any relief to either. In the latter, he is subject to no such peculiar self denials, and real distresses. The embodying provincial corps in New York, and sending them on service to Savannah;—or in Philadelphia, and ordering them to Pensacola, when they might be more usefully employed in the Province where they were raised;—the drafting troops from the corps, and from under the command of officers with whom they enlisted, to form new corps, and to give a command to other officers;—are all measures which have had their discouraging effects on the recruiting service.

The desultory manner also in which the war has been carried on, by first taking possession of Boston, Rhode Island, Philadelphia, Portsmouth, Norfolk in Virginia, Wilmington in North Carolina, &c. &c. and then evacuating them, whereby many thousand inhabitants have been involved in the greatest wretchedness, is another substantial reason why more loyalists have not enlisted into His Majesty's service, or openly espoused and attached themselves to the royal cause; yet, notwithstanding all these discouraging circumstances, there are *many more men in his Majesty's provincial regiments than there are in the continental service*. Hence it cannot be doubted but that there are more Loyalists in America than there are rebels; and also, that their zeal must be greater, or so many would not have enlisted into the provincial service, under such very unequal circumstances. Other reasons might be enumerated, why many more have not enlisted into his Majesty's provincial service, if we were not prevented from it by motives of delicacy and tenderness to the character of the person to whose management the business of that department has been principally committed.

We also infer, from the small number of militia collected by General Greene, the most popular and able General in the service of Congress, in the long circuitous march he took through many of the most populous, and *confessedly the most rebellious counties* in that country, that there must be a *vast majority of Loyalists* in that part of America, as well as elsewhere. The presumption becomes stronger, from a consideration of the well known seduction and compulsion which were made use of by the rebel-militia generals, and other officers, in order to embody the militia, as well as from the manner in which the militia are there mentioned by General Greene, in his public dispatches, in the course of one month. In that of March 10, he says, "Our militia have been upon such a loose and uncertain footing ever since we crossed the Dan, that I could attempt nothing with confidence." In his next, of the 16th, in giving his account of two brigades of militia, consisting of three captains, ten subalterns, and 361 rank and file, he returns two captains, nine subalterns, and 552 rank and file missing, besides one regiment of which he could get no return, and adds, "those missing are supposed to have gone home." According to the reports of the generals and field officers, very few were killed or taken; most of them having thrown away their arms, and abandoned the "field early in the action." In that of the 30th, he writes, that "nothing but blood and slaughter have prevailed

among the Whigs and Tories; and their inveteracy against each other must, if it continues, depopulate this part of the country." Surely, whole brigades throwing away their arms, and returning home, and all that sort of conduct, must carry with it the most presumptive evidence, not only of their disaffection to the measures of Congress, but of their loyalty and attachment to his Majesty and the British nation and government; especially if you take into the account this well known fact, that the rebels have recruited the continental army, and in all instances assembled the militia, by deceiving some, terrifying many, and driving more, to assist in their military operations. On the contrary, the service of the Loyalists has in all cases been ready and voluntary; and in many unsolicited, and in some unnoticed, if not rejected.

If it should be said, if such is the number and disposition of the Loyalists in America, how comes it to pass that they have not been of more importance to his Majesty's service? We answer, might it not with equal propriety be enquired, why his Majesty's forces have not more fully answered the just expectations of the nation? And might not the question with greater propriety be put to his Majesty's commanders in America? a due deference to whom, we trust, will be thought the most decent apology for our waving the mention of many more true and undeniable causes which we have it in our power to assign. And permit us to add, that it is only from modesty, and a wish to avoid both the appearance and imputation of selfish ostentation, that we decline entering into a particular enumeration of such proofs of allegiance and fidelity, from the conduct and sufferings of American Loyalists, as have never been equalled by any people, in any age, or in any country. We cannot, however, refrain from hinting at some incontestible advantages the Loyalists have been of, in affording supplies to the Royal army,—by acting as guides and pilots, and (independent of those employed in the Provincial line) as militia and partizan troops. As corps of Refugees, they have been too often distinguished by the zeal and gallantry of their behaviour, to need the mention of any particular instance; if they did, we might refer to the affair of the block-house, opposite Fort Knyphausen, where Captain Ward, with about seventy refugees, withstood and repulsed the attack of General Wayne, at the head of three chosen brigades of continentals. As a militia, acting by themselves, (for we take no notice of the many thousands that at different times, particularly in Georgia and South Carolina, have attached themselves to the royal army,) a small party, some time ago, under the command of one Bun- nion, went from Long Island to Connecticut, and there surprised and took prisoner a rebel Major General, named Syllaman, and several other officers.

A party of militia also, not long ago, went from Wilmington, in North Carolina, sixty or seventy miles into the country, and took Major General Ashe, with two or three field officers, and some other persons, and brought them prisoners to his Majesty's garrison at Wilmington. Another party of militia lately went near 200 miles up into the country from Wilmington to a place called Hillsborough, and with a body of 600 or 700 militia, attacked a party of rebel troops, who were there as a guard to the rebel legislature, then sitting at that place, and took the rebel Governor, Mr. Burke, several of his Council, eleven continental officers, and about 120 of the troops, prisoners, whom the militia delivered over into the hands of Major Craig, who commanded the King's troops at Wilmington. Other more voluntary alerts, performed by the Loyalists in South Carolina, and elsewhere, might be mentioned without number. Surely such are not *timid friends*. We defy the most incredulous opposer of American loyalty, as well as the most determined advocate for congressional usurpation, to point out a single instance wherein the like has been done or attempted by the rebel militia; or that they have in any instance voluntarily assembled in such numbers, or attempted any military achievements whatever, without the express orders and coercion of their tyrannical rulers.

The establishing civil government, and forming a militia in a colony as soon as the rebel army is drove out of it, is the best measure that can be adopted to make the loyal inhabitants importantly useful to the King's interest. It is the highest political absurdity that ever was thought of, to imagine that a colony is to be retained, and the peace and good order of government restored, by mere force of arms and martial law, and that too without the partial aid and concurrence of its inhabitants; and it is equally preposterous to expect that aid and concurrence, without some regard is paid to the prejudices and inclinations of the people. They should be treated with confidence, and honored with notice, by being appointed to all offices of civil government; the protecting authority and persuasive influence of which is the only measure that can extend to, and connect the people of a British province in one common interest and voluntary submission. A province, thus restored to the influence of civil government, and the exertions of the militia, the natural force of the country, the royal army might proceed to the next, ever keeping the rebel forces in front. Thus, province after province might and would be speedily reclaimed to their former happy and most eligible situation of British subjects.

The policy of prosecuting the American war is strictly obvious for many reasons, but particularly as it affords the most encouraging hope that can possibly be held out to his Majesty's Loyalists to persevere in their principles and exertions, at the same time that it affords a number of safe ports to the royal navy during the war. It is also political, in order to prevent vast numbers of distressed people from going to England, and throwing themselves and families, helpless and ruined, upon national bounty for maintenance and support. It is humane and just, from a consideration of the repeated declarations that have been made, that "it was the gracious and firm resolution of his Majesty and the British nation to persevere in every just and necessary measure for the redemption of his Majesty's faithful American subjects from the tyranny and oppression of Congress, and restoring them to the protection and benefit of British laws." The importance the possession of some part, if not the whole of the revolted Colonies must be of, as an Asylum for Loyalists, as well as the weight it would be of in fixing the preliminary articles, and in influencing the definitive treaty, whenever such an event should take place, strongly enforces the political propriety and necessity of the American war. It also appears to be a political and necessary measure, in order to detain the rebel forces in the revolted Colonies: for there can be no doubt, if his Majesty's troops were drawn from thence, but their views and operations would be immediately turned towards the province of Quebec to the northward, and the British West India Islands, to the southward; and when the contiguity of the one, and the proximity of the others, to the revolted colonies, is considered, it is not improbable to suppose, from the connection now subsisting between America and France, Spain and Holland, but that by the United forces of those powers, in those adjacent islands, co-operating with the Americans, that the British islands must be immediately taken; and that all the continental possessions of Great Britain would soon after be irrecoverably lost. If we take into our view the effect the abdication of America must have upon the minds of people, and the unavoidable intercourse there has been, and must continue to be, from the mutual wants and supplies of each other, it would be folly to imagine, but that many of the inhabitants of Quebec, and the islands, would, from various motives, and with different views, under such circumstances, contribute in some measure towards facilitating their own reduction, and hastening the surrender to some other power. If Great-Britain can maintain a naval superiority in the American seas, the continent, with proper conduct, is undoubtedly retainable. If she cannot, her insular possessions in America are still less tenable than her continental; for this plain reason, that the former are far more assailable by naval force than the latter. Consequently the prosecution of the Ame-

merican war with magnanimity and vigour appears to us the best, if not the only measure for re-animating his Majesty's Loyalists in America, to a strenuous exertion of their most distinguished endeavours for discouraging the efforts of the rebels,—for dispiriting the hostile powers of Europe, and for maintaining the dignity, and preserving the exterior territory of the British nation and empire.

Relying, with the fullest confidence, upon national justice and compassion to our fidelity and distresses, we can entertain no doubts but that Great-Britain will prevent the ruin of her American friends, at every risk short of certain destruction to herself. But if compelled by adversity or misfortune, from the wicked and perfidious combinations and designs of numerous and powerful enemies abroad, and more criminal and dangerous enemies at home, an idea should be formed by Great Britain, of relinquishing her American Colonies to the usurpation of Congress, we thus solemnly call God to witness, that we think the Colonies can never be so happy or so free as in a Constitutional connection with, and dependence on Great-Britain; convinced as we are, that to be a British subject, with all its consequences, is to be the happiest and freest member of any civil society in the known world; we therefore, in justice to *our members*, in duty to ourselves, and in fidelity to posterity, must not, cannot refrain from making this public declaration and appeal to the faithful subjects of every government, and the compassionate Sovereign of every People, in every nation and kingdom of the world: That our principles are the principles of the virtuous and free; that our sufferings are the sufferings of unprotected loyalty and persecuted fidelity; that our cause is the cause of legal and constitutional Government throughout the world; that, opposed by principle to republicanism, and convinced from recent observation that brutal violence, merciless severity, relentless cruelty, and discretionary outrage, are the distinguishing traits and ruling principles of the present system of congressional republicanism, our aversion to it is unconquerable, irreconcilable; that we are attached to monarchical government from past and happy experience,—by duty, and by choice; that to oppose insurrections, and to listen to the requests of people so circumstanced as we are, is the common interest of all mankind in civil society; that to support our rights is to support the rights of every subject of legal government; and that to afford us relief, is at once the duty and security of every prince and sovereign on earth. Our appeal therefore, is just; and our claim to aid and assistance is extensive and universal. To our lawful Sovereign, his Parliament, and People, it is first and most dutifully preferred. But if, reflecting on the uncertain events of war, and sinking under the gloomy prospects of public affairs, from the divisions and contests unhappily existing in the great Councils of the nation, any apprehensions should have been excited in our breasts with respect to the issue of the American war, we humbly hope it cannot, even by the most illiberal, be imputed to us as an abatement of our unshaken loyalty to our most gracious Sovereign, or of our unalterable predilection in favour of the British nation and government, whom may God long protect and preserve: If, in consequence thereof, we thus humbly implore, that your Majesty, and the Parliament, would be graciously pleased, in the tenderness of our fears, and in pity to our distresses, to solicit, by your ambassadors at the courts of foreign Sovereigns, the aid of such powerful and good allies as to your Majesty and Parliament, in your great wisdom and discretion, may seem meet. Or if such a measure should in any manner be thought incompatible with the dignity and interest of our Sovereign and the nation, we most humbly and ardently supplicate and entreat, that, by deputies, or ambassadors nominated and appointed by your Majesty's suffering American Loyalists, they may be permitted to solicit and obtain from other nations that interference, aid and alliance, which, by the blessing of Almighty God may, in the last fatal and ultimate extreme, save and deliver us, His Majesty's American Loyalists, who, we maintain in every one of the Colonies, compose a great majority of the inhabitants, and

those too the first in point of opulence and consequence, from the ruinous system of congressional independence and republican tyranny, detesting rebellion as we do, and preferring a subjection to any power in Europe, to the mortifying debasement of a state of slavery, and a life of insult, under the tyranny of Congressional usurpation.

If the revolted Colonists took pride in their Declaration of Independence, well may the loyal Refugees exult with honest and becoming pride in their Declaration of Fidelity—fidelity proved to the uttermost! which may truly and emphatically be called the Loyal Refugees Declaration of Allegiance, in contra distinction to that of the American Rebellion. A declaration which should sound in their aged ears, whilst yet they can hear, from the mouths of their sons and daughters—and be reiterated and perpetuated at their public festivals and anniversaries as the noblest epitaphs with which they can hallow the acts and venerate the principles of the worthy dead, and honor the cause for which they bled and fell—their Sovereign and their Country! But to those who survived the unnatural conflict, the republicanised confederacy contained no resting place for their wasted bodies and their wounded spirits—but brave amid calamity, they sought another home, and with their wives and little ones (of flocks and herds they had been dispoiled) they journeyed to another land, and the following is the principal part of their Address to their King, before their final departure from their early homes :

EXTRACTS

FROM AN ADDRESS AND PETITION OF THE LOYAL INHABITANTS AND REFUGEES WITHIN THE
BRITISH LINES AT NEW-YORK, TO HIS MAJESTY,

TRANSMITTED BY GOVERNOR FRANKLIN.

“MAY IT PLEASE YOUR MAJESTY,

“Your Majesty’s dutiful and loyal subjects, inhabitants of New-York, and those who from the several Provinces have taken refuge within these lines, beg leave to make their humble address and petition to your Majesty on the present important occasion.

“Your Majesty’s Commissioners for restoring peace to these Colonies, have communicated to us the unexpected information that Mr. Grenville, invested with full powers to treat with all the parties at war, has been directed, in the execution of his Commission at Paris, to propose in the first instance the independency of the thirteen Provinces,—an information which we have received with inexpressible concern.

“Unfeigned sentiments of the warmest affection, and the most inviolable attachment to your Majesty’s person and Government, have led us willingly to hazard life and fortune, with every thing dear in life, on the issue of a contest, in which we were convinced that your Majesty was engaged by the purest motives of justice and humanity, to vindicate the dignity of your crown, and the essential rights of your people, in the restoration of constitutional harmony and union to the British empire.

"The mischiefs of civil dissension have been prolonged and aggravated by the hazards of a foreign war, in the course of which Great-Britain has had to contend with a formidable combination of ambitious enemies. But as we gloried in the justice of her cause, we trusted that her resources of wealth and courage were equal to the task.

"The ruinous consequences of independency began to be heavily felt throughout the Colonies; the necessity of levying enormous taxes, which the people protested their inability to pay, was openly avowed; and we had good reason to believe, that in every province the numbers were daily increasing, who, notwithstanding their former zeal for a separation, were already wishing this war to terminate not in the establishment of independency, but in a happy re-union of the empire. We have therefore been persuaded beyond a doubt, that were the system only of a defensive war pursued in this country, and the force of the nation vigorously exerted against our foreign enemies, this important part of the British empire might soon be recovered, on terms of mutual advantage to all your Majesty's dominions, and with the blessings of an honourable and a lasting peace.

"But if reasons of necessity, to us unknown, do indeed exist, sufficient to justify so great a sacrifice, as the making these Provinces without reserve independent of the Crown of Great-Britain; it then remains for us to implore your Majesty's attention to this our earnest and dutiful petition—

"That no treaty of Peace may finally take effect in America, nor the army be withdrawn, until full and sufficient security be had for our future personal safety, and restitution of our property; and some asylum prepared for such of us as cannot remain in this country!"

In conformity with their desire, preparations had been made for their removal during the spring and summer of 1783—parties had been embarking for Nova-Scotia, chiefly to Shelburne and Annapolis, until on the 26th day of October, when the final evacuation of New-York took place, and with it opened a new era in the history of the Colonies—and the happy result of the united labour of the inhabitants of New-Brunswick, on the arrival of this fiftieth year of its completed foundation is shewn in the following Tables—therefore,

"Call thy sons, instruct them what a debt

"They owe their ancestors; and make them swear

"To pay it, by transmitting down entire

"The sacred rights to which themselves were born."

TABULAR DATA.

The prominent points within which the superficies of the Province is calculated, are, on the

South—Grand Manan, Bay of Fundy—South end, Lat. 44 38 N.; Long. 66 50 W.

East—Cape Tormentine, in Northumberland Straits, Lat. 46 8 N.; Long. 63 49 W.

North—Dalhousie, in Bay Chaleur, Lat. 48 3 N.; Long. 66 6 W.

West—The Monument, in Charlotte County, Lat. 45 55 N.; Long. 67 25 W.

West—Mars Hill, in Carleton County, Lat. 46 30 N.; Long. 67 25 W.

North West Angle on Restigouche, New-Brunswick and Canada, Lat. 47 26 N.; Long. 67 25 W.

Extreme length, (from the S. end of Grand Manan to Dalhousie,) North to South, 210 miles.

Extreme breadth, Cape Tormentine to the Disputed Territory line, East to West, 170 miles.

It is somewhat singular, that, although the United States Government, in adhering so pertinaciously for a line of boundary between the British Provinces and them, almost to the verge of the Saint Lawrence, should have acquiesced so long in the delineations of their Geographer General, and, through him, their Gazetteers, as to the boundaries of New-Brunswick. Dr. Morse, (one of the earliest and best of the latter,) after the peace, places the Western bounds of New-Brunswick in Long. 69 50 West, in the parallel of Lat. 45 North. In his preface, 1786, he first thanks the Geographer General of the United States *for all the materials, maps, and explanatory pamphlets, which he had put into his hands*—then refers to *Arrowsmith's late excellent Map and Discoveries in the interior of North America*, in which New-Brunswick extends to Long. 69 50 in the above Latitude; and continues, as if still more to stamp the authenticity of the linear boundaries which is given by the above authorities, (the Geographer General and Arrowsmith,) makes his acknowledgement to official authorities for facilities afforded. He says, "*To Treaties with Foreign Nations and Indians with which the author has been obligingly furnished by Heads of Departments.*" Now those obliging communications

being made by *Heads of Departments*, so recently after the treaty made with Great Britain, it would be injustice to their fidelity, to their own Government, and their efficiency in their *departments*, to doubt the accuracy of their descriptions, or their apprehension of so late a treaty as that just concluded. But suppose we place ourselves in Lat. 45 N., Long. 69 50 W., and make a due North course. Having run W. from that parallel of Latitude from Nova-Scotia, we shall have crossed the Penobscot and Kennebec before we have occasion to stand to the Northward from the above point of departure, we shall then pass through Bingham's purchase on to Dead River and River Moose, when thirty miles more Northing will bring us again on the Penobscot and the tributary lakes near its sources, from thence a mere walk will bring the traveller to the sources of the river St. John, near the portage of Black River, and where the waters divide their courses, precisely in Long. 69 50 West; the Penobscot to its junction with its Bay by one course—the Saint John to the Northward and Eastward till it meets the Madawaska, and then continuing its way till it debouches at Saint John. So vigorously were the posts on the Penobscot assailed by the Americans, and more victoriously defended by the British, till her supremacy there was established—that there almost becomes discernable a determination by both parties to maintain possession of that position; and candid minds now admit the belief, that it was unquestionably intended to be the water boundary between Nova-Scotia and New-England; and recent explorations tend to establish that conviction, and vindicate the integrity with which Great-Britain was stipulating for mutual boundaries and peace. Be that as it may—by the present showing of the Boundary Line, the Province loses 122 miles West from Passamaquoddy, and 70 miles North, till it strikes the sources of the Saint John, where the line is now drawn.

NAUTICAL INFORMATION.

GEOGRAPHICAL POSITION OF HEADLANDS, &c.
ON THE COAST OF NORTH AMERICA,
Determined on the spot by Astronomical Observations.

PLACE OF OBSERVATION.	LATITUDE North.	Longitude West of Greenwich
Saint John, N. B.	45 15 06	6 19
Partridge Island Light House, ...	45 13 36	
Beaver Harbour, South West } Point of the entrance, }	45 9 12	66 47 29
Navy Island, South East Point, ...	45 2 24	67 5 47
Bliss' Island, South West Point, } L'Etang Harbour, }	45 0 15	66 54 27
Head Harbour Light H., Campo Bello, ...	44 56 50	66 56 58
Grand Manan, North Point, ...	44 46 49	66 49 7
Ditto, Swallow-tail Point, ...	44 44 54	66 47 21
Ditto, White-Head Island, ...	44 36 59	66 45 4
Brier's Island Light House, ...	44 13 51	66 26 54
Digby Light House, ...	44 40 25	65 50 15
HALIFAX, Naval Yard, (Meridian) ...	44 39 26	63 37 48
Green Island, Country Harbor, S. Point, ...	45 4 55	61 34 49
Canso Light House, ...	45 19 33	60 58 30
Eddy Point, Gut of Canso, ...	45 30 25	61 16 54
Pictou Island, South side, ...	45 47 52	62 37 33
Pictou Harbour, ...	45 41 56	62 42 0
Liverpool Light House, ...	44 1 52	64 40 49
Western Head, Liverpool Bay, ...	43 59 13	64 42 34
Long projecting Point between Rugged Island Harbour and Green Harbour, ...	43 39 40	65 11 29
Shelburne Light House, ...	43 37 31	65 13 40
Sandy Point, Shelburne Harbour, ...	43 41 57	65 22 11
Cape Sable, South Point, ...	43 23 57	65 38 9
South Seal Island, South Point, ...	43 23 51	65 59 42
Ditto, North Point, ...	43 26 22	66 1 38
Sable Island, East end, ...	43 59 15	59 43 17
Ditto, West end, ...	43 56 30	60 13 34
Louisburg, Ruins of the old Light-house, ...	45 53 31	59 59 48
Cape Breton, extreme Point, ...	45 56 26	59 50 15
City of Quebec, ...	46 48 30	71 16 25
Saint Paul's Island, ...	47 12 38	60 11 24
Cape Gaspe, South East Point, ...	48 45 14	64 13 35
Anticosti, West Point, ...	49 52 29	64 36 54
Magdalen Island, North East Point, ...	47 37 37	61 26 51
Prince Edward Island, West Point, ...	46 37 49	64 24 21
Saint John's, (N. F.) Fort Townshend, ...	47 33 33	52 45 10
Dock Yard, Bermuda, ...	32 19 16	54 18

LIGHT HOUSES IN THE BAY OF FUNDY, &c.

Cape Sable Seal Island Light.—The first Light in approaching the Bay of Fundy, is on the South Point of the Seal Island. This light is elevated about eighty feet above high-water mark, and may be seen in approaching the

Island from any point of the Compass. A very dangerous rock, under water, but upon which the sea always breaks, called the *Blonde Rock*, lies about 2 miles S. S. W. by Compass, from the Light House. Between this rock and the Island, there are some dangers—the ground is rocky throughout, and large vessels therefore, ought not to attempt passing between them.

Brier Island Light.—In advancing up the Bay, the next Light is situated on Brier Island, about half a mile N. E. from the N. W. point thereof, with an improved Lantern and Lamp. This Light will therefore be much more beneficial to the trade of the Bay than formerly.

Annapolis Gut Light.—The next Light on the coast of Nova-Scotia, is placed on the West side of the Gut of Annapolis—from Brier Island, North Eastward. The coast is very bold, and not indented; the Light is therefore chiefly intended as a guide into Annapolis Basin.—The Lamps and Lantern were renewed this Spring, (1835,) and reflectors furnished, so that this Light is in high order.

NOTE.—The above three Lights are each single, fixed, and show WHITE lights.

Gannet Rock Light.—This Light bears from the Light on Brier Island, N. W. $\frac{1}{2}$ W. 21 miles. It is intended to warn vessels of their approach to a very dangerous range of shoals and ledges, which extend from the Old Proprietor to the Seal Island off Machias, a distance of about 20 miles.

Bearings from the Gannet Rock Light House :

To the Old Proprietor, which dries at $\frac{3}{4}$ ebb, (very dangerous,) E. by N. $\frac{1}{4}$ N. 7 miles.

„ Black Rock, (always above water 25 feet,) off White Head, N. E. $\frac{1}{4}$ E.

„ South West Head of Grand Manan, N. W. $\frac{1}{4}$ N.

„ Northernmost of the Murr Ledges, (dry at two thirds ebb,) N. W. by W. $\frac{1}{4}$ W.

„ Southernmost of ditto, called Saint Mary's Ledge, (always out of water,) S. W. by W. $\frac{1}{4}$ W.

„ Machias Seal Island Lights, distant about 13 miles, W. by N. $\frac{1}{4}$ N.

NOTE.—Between the Northernmost and Southernmost of the Murr Ledges, there is a range of dangerous rocks and shoals, many of them always above water, and which extend Westward from the Light House about 4 miles; from this range, farther Westward, about 3 miles, lies a dangerous breaker, called the Roaring Bull. This may be avoided by keeping three remarkable headlands, near the S. W. end of Grand Manan, open.—The red glass having been removed from the Lantern, there is now a flash light—WHITE—and three times in each minute.

Head Harbour Light.—Next in order, after passing Grand Manan, is Head Harbour Light. This is placed on the N. E. extremity of Campo Bello, and is a guide to

vessels entering the main channel to West Isles, Moose Island, and the inner Bay of Passamaquoddy; it enables vessels also at all times to enter Head Harbour—it is a fixed white Light.

Point Le Preau Lights.—Upon this projecting head land, two Lights have lately been placed, one above the other, and distant 18 feet. Both Lights can be seen from every point of the Compass, where they may be useful. Both are fixed, and white.

Partridge Island Light.—This Light, at the entrance of the river and harbour of Saint John, having been established upwards of forty years, requires no particular notice, further than that it is a fixed white Light.

Beacon Light.—Within Partridge Island, and upon a spit or bar, which extends about half a mile S. S. E. of Sand Point, and which dries at two thirds ebb, stands the Beacon Tower. Upon this Tower a Light is established which is eminently useful to the coasting trade of Saint John, and to all other vessels having pilots on board, as it enables them to enter the harbour at all hours of the night. A fixed white light.

Quaco Light.—A revolving white Light was this season placed on a small rock off Quaco Head, showing twice full and twice dark in a minute. The Light can be seen from any quarter where a vessel can approach.

The Commissioners of Lights having petitioned the Legislature during the last winter, praying them to use their influence in order that a new and full survey of the Bay of Fundy should be made; and the British Government having consented to do so, any new information in regard to the Lights, which may arise from observations then to be made, will be duly communicated.

West Quoddy Light.—This is an American Light, and is placed on the West side of the entrance into the Saint Croix by Lubec and Eastport; a new light house has lately been erected here, and the light much improved.

Two fixed white Lights, upon the Machias Seal Island were put into operation in October, 1832—they are elevated about 45 feet above high water, and bear from each other E. S. E. and W. N. W. distant about 200 feet, by which they will be immediately distinguished from all other Lights upon the Coast, (British or American,)—the following are the bearings from them, viz.

- To the Southernmost Murr Ledge, (St. Mary's,) E. S. E. easterly.
- „ Gannet Rock Light, E. by S. $\frac{1}{4}$ S. 13 miles.
 - „ Southern Head of Grand Manan, E. by N. $\frac{1}{2}$ N.
 - „ Northern Head of Grand Manan, N. E. $\frac{1}{4}$ E.
 - „ N. E. Rock, distant 2 miles, N. E. by N.
 - „ Little River Head, N. by W.
 - „ Libby Island Light House, (American,) N. W. by W.

Vessels in standing in to the Northward, between these Lights and the Gannet Rock, should tack or haul off the moment they bring these lights in one, as they will then not be more than three-fourths of a mile from the Murr Ledges, if more than 5 miles to the E. of the Lights.

DIRECTIONS.

In approaching the Harbour of St. John, and making for Partridge Island—in thick weather, if without a pilot, keep the lead a-going, and you will gradually diminish soundings from 30 to 15 and 12 fathoms; then you will have good holding ground off the Island and harbour.—And it is to be hoped the Admiralty will soon be disabused of the idea of the very extreme dangers of the Bay of Fundy, and at all seasons keep a British man-of-war stationed in it for the protection of the Fisheries, and the relief of those who may suffer from maritime casualties.

CAPE BRETON.—A Light House was erected on Low Point—the Eastern point of the entrance of Sidney harbour—in October, 1832, with a fixed Light.

A *White Beacon* has been erected on the East Head, leading into Louisbourg Harbour, upon the site of the old French Light House—which may be seen at a very considerable distance.

NEWFOUNDLAND.—A light is now exhibited from sunset to sunrise at Fort Amherst, on the South head of the entrance to St. John's.

To these practical observations, it is a matter of gratulation to the Editor that he is enabled to lay before the emigrant and maritime interests, two documents in his possession from intelligent parties engaged in the well-being of both; one and the other holding responsible offices in their respective countries, and, therefore, he hesitates not to embrace their excellent suggestions, without their permission; relying on the belief, that they, like himself, are anxious to produce every good effect to the cause of humanity and commerce. The excellent views and intentions of the writers themselves must plead his apology for inserting their suggestions without their permission or knowledge.

The following is a copy of a letter that Mr. Buchanan addressed to Lord Aylmer in relation to suggested improvements in the Navigation of the Gulf of Saint Lawrence and Sea adjacent, which Letter His Lordship subsequently submitted to His Excellency the Governor in Chief the Right Honorable the Earl of Gosford, for His Excellency's consideration:

*Office of His Majesty's Chief Agent for Emigration,
to Upper and Lower Canada.*

Quebec, 1st August, 1835.

MY LORD,

I have the honor to submit to your Excellency the accompanying Chart, illustrative of my plan for rendering more safe the navigation of the Gulf and River St. Lawrence, to which I alluded in my general emigration report of last year that I had the honor to lay before your Lordship.

In an essay I wrote on Practical Emigration in the year 1827, I offered some remarks as to the advantage that might be expected from the establishing Light Houses in proper situations in the Gulf and River Saint Lawrence, with a view not only to additional security in the navigation thereof, but also for the greater safety to the many thousands of Emigrants that were destined to these fine Colonies; and having had the satisfaction of observing that my humble suggestions on the subject were corroborated by others, and since for the most part acted on, I have in consequence been prompted to devote much thought to the subject which I now most respectfully submit to your Lordship's consideration.

The result of my observations, and which is strengthened by the testimony of many able Navigators and persons of great practical experience, is, that to establish a Light House on the Island of St. Paul's would be to materially increase the danger complained of in regard to that ill-fated spot. The Island as well as the adjacent sea is, from April till October, subject to thick foggy weather, in an average of four days out of seven; consequently, a light could rarely be observed, and the fact of a light being on the island would induce the doubtful and unskilful mariner to run for it. Many shipmasters who come to Quebec and Ports in the Gulf, are so much accustomed to steer their course by the aid of Light Houses in the North Sea and English and Irish Channels, that they from habit are exceedingly anxious to avail themselves of every opportunity of observing one, if in their track, and not unfrequently they will go some distance from their course to see a light with a view to correct their reckoning.

In consequence of the frequency of Fogs about Saint Paul's, as before stated, and the uncertainty of seeing the light, many mariners might be led into errors, and being unable to obtain soundings from the almost fathomless depth of the sea, and uncertain currents round the Island of St. Paul's, they would be brought in contact with its foaming rocks and perpendicular cliffs without the least chance of safety; besides it will be found that nearly all the disastrous shipwrecks of late years, as also that of the ship William Ewing from Londonderry, the present season, on the island of Scatari, took place in foggy weather, when under full sail, and the vessel running with a strong breeze before the wind on the rocks; thus affording a melancholy evidence of the want of every attention on the part of the masters of such vessels, and affording strong proof that some Beacon is wanted to warn the careless mariner of his approach to danger, which Beacon should be stationed in a safe situation, easily found by the aid of soundings. I will here remark that when foggy weather prevails about the entrance of the Gulf, the wind is generally from the Southward, which is a fair wind for vessels bound in; when the winds prevail with any Northing, and between East and West, fogs are rarely experienced.

I am prepared to expect that the objections I advance against a Light House on the Island of St. Paul's, may, on first view not find that advocacy that I anticipate will ere long be given to it, when the subject is better understood by persons of practical experience in such matters.

Having thus ventured to state to your Lordship my objections to a Light House on St. Paul's, I feel myself called on to submit a substitute, and therefore crave your Excellency's particular attention to my plan, as shewn in the Chart, as a preventive against shipwreck, not only on St. Paul's, but on that fatal and dangerous Island, Scatari, near Cape Breton.

I propose, therefore, that a floating light be stationed on the Western End of the Green Bank, in about 35 fathoms depth of water, on a parallel due East from the Island of Scatari 135 miles, and from the Island of Saint Paul's about S. E. by E. 3-4 E. 160 miles, and from the Island of St. Peter's S. 48 miles, to be provided with a large Bell, to be tolled in foggy weather, and a cannon, to be fired occasionally.

A reference to the Chart will at once show your Lordship the situation to which I have referred, and the objects contemplated by the adoption of a Light Ship, to be run for by ships bound for the Gulf and River St. Lawrence, and from whence a safe course could be steered, if bound to Quebec and up the River as high as Cape Mont Pelée, passing mid-channel between St. Paul's and Cape Ray, and giving the Easternmost Bird Island a berth of five or six miles.

Should the proposed Light Ship be adopted, it is presumed that commanders of vessels bound to the Gulf and River Saint Lawrence would in general be anxious to make it, which even in foggy weather they could easily do, from the aid of regular soundings; and having seen the light, nothing but the greatest ignorance and neglect could bring them in contact with the fatal Islands of Scatari or St. Paul's afterwards; the occurrence of any disaster under such circumstances, upon either of the before mentioned islands, should forever disqualify the Captain from the command of a ship in future.

I also submit, that to render more effectual the benefits I anticipate from the Floating Light, a Light House be erected on the Eastern Bird Island, to exhibit a stationary light to distinguish it from the present light on the South West point of Anticosti.

The expense of the Floating Light would not be found to exceed £2000 in the outfit, and the annual disbursement would not amount to one half-penny per ton on the tonnage trading to the Gulf and River St. Lawrence, on the average of the last three years, as also that of the proposed light on Bird Island.

The authorities of Halifax might be entrusted with the management of the Floating Light, and in placing the vessel at her proper moorings in April, and removing her again in October in each year, and the Government of New-Brunswick would be the most proper to take charge of the Bird Island Light. The soundings round the Bird Islands being very regular, from 25 fathoms four leagues off, to two fathoms within a cable's length of the rocks, added to the whitish appearance of the water, rendering the approach thereto, with proper attention, unattended with any serious risk. The great neglect of Mariners is, a want of due attention to lead and line. Many fatal accidents might have been avoided had the lead been cast every two hours when approaching the land, and having the ship under snug sail.

Submitting the whole to your Lordship's consideration, and soliciting the honor of your transmitting this Letter and the accompanying Chart to His Majesty's Secretary of State for the Colonial Department,

I have the honor to be,

My Lord,

Your Lordship's most obedient humble Servant,

A. C. BUCHANAN,

H. M's. Chief Agent for Emigration in
Upper and Lower Canada.

To His Excellency Lord AYLMER,
Governor-in-Chief, &c. &c. &c.

Saint John, (New-Brunswick,) Nov. 12, 1835.

GENTLEMEN,—My residence at Sable Island has afforded me many opportunities of observing the disastrous consequences which have arisen from a want of two good Light Houses on that Island. Being well convinced of the advantages to be gained from them, I feel it an imperative duty, due not only to all friends engaged in maritime affairs, but to my fellow-creatures, to lay this matter before you, and earnestly press it upon your attention, and that of your Government.

The record of known disasters at the Island, kept by Mr. Joseph Darby, the Superintendent, is replete with the history of cases in which large amounts of property have been sacrificed, and innumerable lives lost, owing to the want of Lights to warn the voyager of his proximity to destruction.—Many of these cases may have fallen under your notice; I shall therefore mention only the loss of the brig *Abigail*, of Boston, with seven lives, and the narrow escape of the schooner *Grecian*, of Bucksport.—These were vessels employed about the wreck of the ship *Eagle*; they struck on the North West Bar in a heavy gale, the weather being so clear, that they could have seen a light, had there been one, and thus have escaped. In this opinion I am confirmed by some nautical gentlemen of great experience, who were with me on the Island at the time, and by the statement of the Captain of the *Grecian*.

I have the pleasure to hand you a copy of Mr. Darby's Chart of the Island, furnishing an account of some of the principal wrecks—the record above alluded to furnishes as many more.—These cases, where the particulars are known, are frightful; but how much more horrible the loss of lives, where nothing is ever known, excepting that fragments of wrecks and of passengers' clothing have come on shore.

I have learned that the Underwriters and Merchants of the United States contemplate making an application to their own Government, that a proposal may be made to the British Government to allow the United States to build and support two Light Houses, but as the liberality of the Governments of the Provinces, as well as of Great Britain is proverbial, in all cases of this class where the matter is fairly placed in view, I cannot believe that a recommendation from yourselves, with the strong proofs and arguments your information could furnish, would be for a moment neglected—and thus render an application thro' the United States unnecessary.

I have already brought this subject before the Commissioners of Light Houses for Nova-Scotia, and shall be happy to know that a conjoint effort will be made.

So strongly am I convinced of the advantages to be derived to the Commercial world from the location of good

lights on the Island, that I may candidly say, that any trouble I may undergo in forwarding this object, will be deemed a pleasure.

I am, Gentlemen, with great respect,
Your most obedient Servant,

JAMES BERGEN,

*Agent for Underwriters and others interested in Ship
Losses and Cargo lost at Sable Island.*

Commissioners of Light Houses for the }
Province of New-Brunswick, at St. John. }

When vessels go ashore in moderate weather, an immediate attempt should be made to get out an anchor, for, as the sand is soft and moveable, it will often happen that a vessel can be got off at once, which in a few hours, would be totally lost.—When the surf is so smooth as to permit landing, it is generally smooth enough to carry out an anchor.

It is represented that there is an error in Blunt's and all the Charts in ordinary use.

The East End of the Island is in

Latitude 43	59	5 N.—And Blunt,	44	4.
Long.	59	48	17 W.	Blunt, 60 3.

The West End is in

Latitude 43	56	42 N.—And Blunt,	44	2.
Long.	60	13	54 W.	Blunt, 60 31.

The entrance to the Salt Water Lake is laid down in Blunt's Chart as on the North side—it is, and has been for 25 years on the South side.

A ship master, using Blunt's Chart, in coming from the Eastward, would find this Island — miles nearer than he expected.

The Legislature of Nova-Scotia appropriates \$1600 per annum, for the support of an establishment on the Island, to preserve lives and property. Three families reside upon the Island through the year. In case of saving property, the establishment is entitled to salvage according to the service rendered, and the amount is determined by three Justices of the Peace at Halifax.

There are several very good locations for Light Houses —many of the hills being from 130 to 150 feet above the sea.

The Commissioners of Light Houses of New-Brunswick are very instrumental in protection of maritime interests and humanity by their attention to Lights, &c.

RELATIVE AND COMPARATIVE STATISTICAL TABLES,

OF

LAND, POPULATION, AGRICULTURE, CLIMATE, EDUCATION, TRADE AND NAVIGATION,
INTERNAL CAPITAL OR IMPROVEMENT, TAXATION, REVENUE, AND EXCHANGE,

IN THE

PROVINCE OF NEW-BRUNSWICK,

JANUARY, 1836.

Submitted to the Honorable the Legislature, during the Fiftieth Anniversary of its Parliamentary Meeting.

TERRITORY.

COUNTIES.	No. of Parishes.	PROVINCIAL AREA.		Principal Towns, Parishes, Harbours, and Inhabitants.		Crown Land surveyed and vacant.	Estimated quantity of Land alienated from the Crown, according to official returns.
		Square Acres.	Square Miles.				
York, . . .	Eight.	1,842,073	2878	Fredericton, . . .	2970	78,000	By Grants from the Crown, and Patents from the Go- vernments of N. S. & N. B. } 3,000,000 Under sale system, . . . } 500,000 N. Brunswick Land Company, 500,000
Carleton, . . .	Nine.	2,816,000	4400	Woodstock, . . .	1947	148,000	
Saint John, . . .	Five.	427,648	668	Saint John, City, . . .	12,885	32,000	
King's, . . .	Seven.	834,085	1303	Portland, P. . .	5077	66,000	
Queen's, . . .	Six.	1,046,246	1634	Kingston, P. . .	1927	24,000	
Sunbury, . . .	Four.	650,956	1017	Gagetown, P. . .	1004	86,000	
Westmorland, . . .	Ten.	1,476,992	2307	Oromocto, P. . .		57,000	
Northumberland	Nine.	2,336,224	5056	Dorchester, . . .	3124	12,000	
Kent, . . .	Six.	1,123,584	1755	Newcastle, . . .	2185	2355	
Gloucester, . . .	Six.	2,236,889	3495	Chatham, . . .	2775	170,000	
Charlotte, . . .	Ten.	907,904	1418	Richibucto, . . .	1626	235,000	
				Bathurst, . . .	3487		
				Saint Andrews, . . .	2677		
				Saint Stephen, . . .	2321		
				Saint George, . . .			
Eleven.	Eighty.	16,598,553	25,935	Total open for sale and set- tlement, 1st January, 1836, }		944,000	4,000,600

REMARKS.

The quantity of surveyed Crown Land will necessarily vary, according to the amount disposed of at the periodical sales; but active measures are in progress to open up the country, by actual survey, for settlement, lumbering, &c. The Land Company has opened its territory for sale, in lots, at ten shillings sterling, or twelve shillings currency, per acre, payable by annual instalments of twenty per cent. or fifteen per cent. discount on prompt payment.

The Counties of York and Northumberland were divided subsequent to the census of 1824, so that the increase in 1834, applies to the population of the area now composing the five Counties—York, Carleton, Northumberland, Kent, and Gloucester. At the present time, a further division of Gloucester, King's, and Westmorland is under Parliamentary discussion. The necessary divisions in progress throughout the Province, induced the omission of the area and population of existing Parishes, both of which are in the writer's possession. Throughout this territory, the direct lines of communication, by Great Roads, extend to 1250 miles. Another of much internal convenience, is suggested between the new towns of Woodstock and Boies Town, a distance of 70 miles, and connecting the Miramichi Settlements with Houlton, Bangor, &c.

POPULATION.

COUNTIES.	Population in 1824.	Population in 1834.	Increase in 10 years.	Proportion of pop- ulation to area.	Division of Population, &c. exclusive of Indians.	Provin- cial Mi- litia.	
York, . . .	10,972	10,478	8999	One to every one hundred and sixty four acres, or four to every square mile.	In 1824, 11,974 families—occupying 9,043 houses.	3558	
Carleton, . . .		9,493			In 1834, 19,340 do. do. 16,431 do.	2913	
Saint John, . . .	12,907	20,668	7761		6,366—Increase.	2096	
King's, . . .	7,930	12,195	4265		6,491—Inc.	1182	
Queen's, . . .	4,741	7,201	1908		WHITES. BLACKS.	536	
Sunbury, . . .	3,227	3,838	611		Males above 16, 32,447 398	2173	
Westmorland, . . .	9,303	14,203	4902		Under 16, 29,000 369	1924	
Northumberland	15,829	14,170	9691		Total, 61,456 757	880	
Kent, . . .		6,031			Females above 16, 27,797 494	1498	
Gloucester, . . .	9,267	8,323	6585		Under 16, 28,031 372	2063	
Charlotte, . . .		15,852			Total, 55,828 866		
	74,176	119,437	44,722	1 to 164 ac. OR 4 to 1 sq. m.		19,255	

REMARKS.

The Population Returns are exclusive of Indians, of the Micmac, Melicite, or Saint John, and Passamaquoddy tribes, now estimated at about 1700.—There is an error in the Legislative Returns of the division of the Population, of 550, and also in the Militia Returns, of 432.

It appears by Mr. Haliburton's Statistics of Nova-Scotia, upon the evidence of Judge Deschamp and Governor Parr, that an account of the resident population, of the Refugees who arrived, and those who afterwards departed, was taken about the time of dividing the country; by which it may be inferred, that, in 1784, New-Brunswick contained 12,000 souls; and upon this hypothesis, the annual average increase since that period is predicated. It appears, however, that a return of the inhabitants of Lunenburg was omitted, which, had it been made, would, in a small degree, reduce the above number, but increase that given in the column. No general Bills of Mortality are extant in the Province, neither of Marriages, Baptisms, or Deaths; so that the accurate return of natural increase and decrease cannot be given.

During the five last years, the average number of emigrant arrivals was 6000 annually: during the five preceding years, 5000 per annum was the average. The departures, during the same periods, were 2500 per annum.

Estimated number of inhabitants in New-Brunswick, in 1783, . . . 11,457
Annual Provincial increase, 2160, . . . 108,000

119,457

The Provincial Militia is composed of one Battalion of Sea Fencibles, three troops of Cavalry, and 29 Line Battalions, having Artillery and Rifles attached; with 1157 Staff, Field, and other Commissioned Officers; viz. one Major-General, Commander-in-Chief, two Inspecting Field Officers, one Adjutant General, one Quarter Master General, two Provincial Aides-de Camp; two Colonels, twenty-six Lieutenant Colonels, twenty-one Majors, with 1100 Captains and Subalterns; one Judge Advocate General. Average cost, £1080 per annum.

This force was put into actual service in consequence of the agitation relative to the non-intercourse question—was disbanded on the 15th April, 1803, and again embodied, by General Order, on the declaration of War with the United States, and disbanded at the peace.

But, beyond it, there are always Garrisons of the King's Troops, of Artillery and the Line. During the last ten years, the following distinguished corps have served in New-Brunswick—viz. 74th, 52d, 81st, Rifles, 34th, and at present the 43d Light Infantry. Two Regiments of Fencibles have been raised in the Province: the first, for its gallantry in Canada, received the number of 104th; the other was not called from the Province, and was disbanded at the peace of 1815.

PARLIAMENTARY POLITY AND REPRESENTATION.

On the 16th of August, 1781, Thomas Carleton, Esquire, was appointed to the Government of the Colony, and on the subsequent 18th day of May, 1783, Royal Letters Patent, under the Great Seal of the Province, were granted for ascertaining and confirming the boundaries of the several Counties within the same, and for subdividing them into Towns and Parishes—25th George the 3d—accordingly the Constitutional Parliament was summoned, and on the ninth day of January, 1786—and 26th of the same Monarch—the first General Assembly began and was held in the City of Saint John; thereby rendering the present past Session, the Fiftieth, or Jubilee of Legislative existence of the Province. The following are the numbers and dates of the succeeding Assemblies and Sessions.

FIRST ASSEMBLY.		
1st Session—began	9th January, 1786—holden at Saint John.	
2d do.	13th Feb'y, 1787	ditto.
3d do.	15th July, 1788	at Fredericton.
4th do.	6th October, 1789	ditto.
5th do.	1st Feb'y, 1791	ditto.
6th do.	14th Feb'y, 1792	ditto.
SECOND ASSEMBLY.		
1st Session—began	12th Feb'y, 1793—holden at Fredericton.	
2d do.	4th Feb'y, 1794	ditto.
3d do.	3d Feb'y, 1795	ditto.
THIRD ASSEMBLY.		
1st Session—began	9th Feb'y, 1796—holden at Fredericton.	
2d do.	17th January, 1797	ditto.
3d do.	16th Feb'y, 1798	ditto.
4th do.	15th January, 1799	ditto.
5th do.	20th January, 1801	ditto.
6th do.	26th January, 1802	ditto.
FOURTH ASSEMBLY.		
1st Session—began	9th February, 1803—holden at Fredericton.	
2d do.	29th January, 1805	ditto.
3d do.	27th January, 1807	ditto.
4th do.	5th July, 1808	ditto.
FIFTH ASSEMBLY—50th Geo. 3d.		
1st Session—began	27th January, 1810—holden at Fredericton.	
2d do.	1st Feb'y, 1812	ditto.
3d do.	12th January, 1813	ditto.
4th do.	11th January, 1814	ditto.
5th do.	11th January, 1816	ditto.
SIXTH ASSEMBLY.		
1st Session—began	4th February, 1817—holden at Fredericton.	
2d do.	20th January, 1818	ditto.
3d do.	2d February, 1819	ditto.
SEVENTH ASSEMBLY.		
1st Session—began	21 February, 1820—holden at Fredericton.	
<i>Dissolved by the Death of George the Third.</i>		
EIGHTH ASSEMBLY—2d George 4th.		
1st Session—began	30th January, 1821—holden at Fredericton.	
2d do.	6th Feb'y, 1822	ditto.
3d do.	5th Feb'y, 1823	ditto.
4th do.	21st January, 1824	ditto.
5th do.	1st Feb'y, 1825	ditto.
6th do.	19th January, 1826	ditto.
7th do.	8th Feb'y, 1827	ditto.
NINTH ASSEMBLY.		
1st Session—began	14th Feb'y, 1828—holden at Fredericton.	
2d do.	9th Dec. 1829	ditto.
<i>Dissolved by the Death of George the Fourth.</i>		
TENTH ASSEMBLY—1st Wm. 4th.		
1st Session—began	7th February, 1831—holden at Fredericton.	
2d do.	19th January, 1832	ditto.
3d do.	3d May, 1832	ditto.
4th do.	29th January, 1833	ditto.
5th do.	3d February, 1834	ditto.
ELEVENTH ASSEMBLY.		
1st Session began	20th January, 1835—holden at Fredericton.	
2d do.	15th June, 1835	ditto.
3d do.	20th January, 1836—Protogued, March 16.	

His Excellency the Lieutenant Governor is His Majesty's Representative in the Legislative Council, composed of the Hon. the Chief Justice, with fifteen others, appointed by the King; and the House of Assembly, of thirty-two Members, chosen by the People. Average cost, £3,300 per annum.

N. B.—In administrative affairs, the Governor has five Executive Councilors.

16
32—
49

ADMINISTRATION OF THE GOVERNMENT OF THE PROVINCE OF NEWBRUNSWICK.

NAME.	TITLE.	PERIOD OF ADMINISTRATION.	DEATH IN THE GOV'T.
Thomas Carleton, Esquire,	Captain General and Governor-in-Chief.	From 16th August, 1784, to 29th October, 1786.	
Ditto,	Lieutenant Governor,	30th Oct. 1786, to 4th October, 1803.	
Gabriel G. Lefroy, Esquire,	President of His Majesty's Council, and Commander-in-Chief,	5th Oct. 1803, to 12th Feb'y, 1808.	Died.
Edward Winslow, Esquire,	do.	20th Feb'y, 1808, to 23d May, 1808.	
Major General Martin Hunter,	do.	24th May, 1808, to 16th Dec. 1808.	
Lieutenant Colonel George Johnston,	do.	17th Dec. 1808, to 27th April, 1809.	
Major General Martin Hunter,	do.	28th April, 1809, to 10th Sept. 1811.	
Major General William Balfour,	do.	11th Sept. 1811, to 13th Nov. 1811.	
Major General Martin Hunter,	do.	14th Nov. 1811, to 14th June, 1812.	Died.
Major General George Stacey Smyth,	President and Commander-in-Chief,	15th June, 1812, to 16th August, 1813.	
Major General Sir Thomas Saunders,	do.	17th August, 1813, to 24th June, 1816.	
Major General George Stacey Smyth,	do.	14th August, 1816, to 20th June, 1817.	
Lieutenant Colonel Harris W. Hales,	do.	21st July, 1817, to 27th March, 1823.	Died.
Major General George Stacey Smyth,	do.	1st April, 1823, to 9th Feb'y, 1824.	
Major General Sir A. Campbell, B. G. C. B. Lieut. Governor & Commander-in-Chief.	do.	28th August, 1824, to 29th March, 1829.	
John Murray Bliss, Esquire,	do.	30th March, 1829, to 5th Sept. 1831.	
Major Gen. Sir Howard Douglas, Bart. Lieut. Governor & Commander-in-Chief.	do.	6th Sept. 1831, to 27th March, 1836.	

* There appears a difference of date between the Journals of the Council and the Law Books, as to the precise day; the former recording the Ninth—the latter, the Third of January.

In 1833, the House of Assembly appointed two Delegates to represent subjects of interest to His Majesty's Government—(Charles Simonds, and Edward B. Chandler, Esquires),—and on the 7th day of March, 1836, the House deemed it expedient to nominate another Delegation—(William Crane, and L. A. Wilnot, Esquires)—for the same purpose.

EDUCATION AND PROFESSIONAL DEPARTMENTS.

RELIGIOUS ESTABLISHMENTS, &c.			COURTS OF LAW, OFFICERS, &c.
DENOMINATION.	NUMBER OF CHURCHES, &c.	MEMBERS.	
Established Church of England,	25 Consecrated*—7 Building—thirty-two. One Bishop, one Archdeacon, and thirty Clergymen.	79,000	COURT OF CHANCERY. His Excellency the Lieutenant-Governor, Chancellor; four Assessors; one Clerk; three Masters; one Registrar.
Established Church of Scotland,	Twelve Clergymen, - - -	6,000	SUPREME COURT. The Hon. the Chief Justice; three Puisne Judges; Attorney, Solicitor, and Advocate General; Clerk; Clerk of the Crown, and Clerk of Crown on Circuits.
Roman Catholics, - - - -	One Bishop, two Vicars General, and fifteen Priests.	16,000	COURT OF VICE ADMIRALTY—for trial of Piracy, &c. Judge of Vice Admiralty; Registrar; Marshal.
Wesleyan Methodists, - - -	Twenty Ministers, - - -	10,000	COURT OF PROBATE OF WILLS. Surrogates and Registrars.
Baptists, - - - - -	Twenty-four Ministers, - - -	2,600	Quarter Sessions and Inferior Courts of Common Pleas in every County.
Presbyterians, - - - - -	Three Clergymen, - - -	—	Eighty-six practising Barristers and Attornies; Sheriffs, Coroners, &c.
Other denominations, - - -	Numbers unknown.	5,837	
		119,457	

* On the 11th August, 1787, the King erected Nova-Scotia into a Bishopric, and on the 11th August, 1788, the first Bishop was consecrated.

A number of Sunday Schools.

Here the author feels called upon to repudiate, in the most unreserved manner, any bias in the above numerical statement of religious denominations; and, as in the case of bills of mortality, &c. has to regret the indefinite nature of various returns.

SEMINARIES.	MEDICAL INSTITUTIONS, &c.	LIBRARIES.
1 University, (King's College, Fredericton,) receiving a permanent Legislative Grant of £1000 sterling, per annum, and a similar sum, annually, from the King's Casual Revenue—in currency, £2200 per annum. Three Professors,—Classics, Theology, Belles Lettres, and Mathematics.	Three Marine Hospitals—established by Law. Four Vaccine Institutions, Do. do. One Faculty of Physicians and Surgeons—(not Incorporated.) A Lunatic Asylum, to be built the current year.	One National, Six Subscription and Private.
4 Grammar Schools, - - - 850 " 8 Madras do. - - - 500 " 285 Parish do. - - - 7000 " £10,550		
One Baptist Academy—No public charge.		
Annual expense by Legislative Grant, now £11,000 Currency.	Nine Institutions—Fifty M. D's. and Surgeons.	Seven.

INTERNAL IMPROVEMENT, AGRICULTURE, AND CLIMATE.

RELATIVE VALUE OF SAW MILL PROPERTY AND PRODUCE,
IN THE DIFFERENT COUNTIES.

COUNTIES.	No. of Mills.	Value of Mills, Privileges, &c.	Quantity of Lumber sawed.	Value of Lumber at place of shipment.	Number of Men employed
		£	Feet.	£	
Saint John,	35	67,530	40,450,000	76,125	525
King's,	46	21,559	6,605,000	16,512 10	470
Westmorland,	66	23,182	11,225,000	28,646 17 6	412
Kent,	29	38,460	8,600,000	21,500	196
Northumberland,	17	58,900	24,380,000	60,750	3873
Gloucester,	10	19,377	3,650,000	9,250	162
Charlotte,	55	80,625	48,687,500	124,343 15	1696
Queen's,	12	35,000	4,230,000	10,575	255
Sunbury,	11	22,950	9,700,000	24,250	247
York and Carleton,	32	48,180	12,800,000	32,000	320
GRAND TOTALS—	314	£410,708	170,247,500	£403,353 2 6	8156

STATISTICAL VALUE OF INTERNAL IMPROVEMENT.

City, Sea Port and Inland Towns, Villages, &c.—Agricultural Produce, Implements, and Live Stock,	£3,000,000
Marine and Inland Navigation,	575,000
Saw, Grist, and Fulling Mills,	425,000
Total.....	£4,000,000

AGRICULTURAL IMPORTS AND EXPORTS.

SAINT JOHN AND OUTPORTS.				SAINT ANDREWS.			
Beef, Pork, Flour, Meat, Vegetables, Live Stock, Meal, &c. }	IMPORTED.			IMPORTED.			
	<i>Sterling.</i>		<i>Currency.</i>	<i>Sterling.</i>		<i>Currency.</i>	
	£183,305	...	£213,044	£24,808	...	£28,624	
	EXPORTED.			EXPORTED.			
	£ 14,925	...	£ 17,221	£ 9,607	...	£11,085	
Total Imports,.....				£241,668			
Total Exports,.....				28,306			
				<i>Deficiency,.....£213,362</i>			
N. B.—This deficiency of Food is satisfactorily accounted for by the naturally wooded state of the country, and the vast increase of Population, Trade, and Navigation.							

ESTIMATED AGRICULTURAL PRODUCE AND STOCK.

Wheat.	Other Meal, &c.	Potatoes.	Horses.	Neat Cattle.	Sheep.	Swine.
Bushels.	Bushels.	Bushels.	No.	No.	No.	No.
150,000	300,000	2,100,000	11,000	91,000	143,000	59,000

RELATIVE PROPORTION OF STOCK TO POPULATION.

One-tenth of a Horse.	Half a Swine.	Two-thirds of a Neat Beast.	One Sheep.	To each individual.
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THERMOMETRICAL CALENDAR.

	EXTREME COLD.		EXTREME HEAT.			EXTREME COLD.		EXTREME HEAT.	
	<i>Before Sunrise.</i>		<i>At 2 P. M.</i>			<i>Before Sunrise.</i>		<i>At 2 P. M.</i>	
January, -	}	20 19	}	14 30	July, -	32 48		55 73	
February, -						August, -	55 66		71 84
March, -		7 32		39 55	September, -	43 55		55 73	
April, -		25 41		45 62	October, -	30 46		45 60	
May, -	}		}		November, -	21 43		32 52	
June, -		32 48			55 73	December, -	7 28		19 35

REMARKS.

In addition to the foregoing returns of Saw Mill establishments, made to the Chamber of Commerce at Saint John, several very extensive ones are in progress. Already the New-Brunswick Mill Company, lately incorporated by an Act of the Legislature, have entered into contracts to the amount of £30,000, and propose building one hundred Mills on the Miramichi and its tributaries. The Saint John Mills and Canal Company, and the Lancaster Mill Company, are extending their works. At Rapid de Fenoue, also, large works are in contemplation;—so that one year's operations in labour will most materially change the features of this branch of mechanical and productive statistics.

By an inspection of the increase of Population, Shipping, General Trade, and Staple Manufacture, and reference to the primitive forest surface of the Province, strangers will not be surprised at the existing deficiency of Agricultural supplies, or to know, that, beyond the amount stated on those official returns, which have been obtained at the Custom House, there is much more, bearing duty, clandestinely introduced from the United States, which admits of 40s. per individual uses, to be procured.

The computation of Agricultural Produce and Stock adopted by Mr. Bliss, for 1831, appears to be formed on a comparative census of Nova-Scotia for 1827; but by Mr. Martin, it does not appear, from what source a similar table, which was published with his name in the English papers some time ago, was constructed, however, near the mark, he seems to have attained. The present value is estimated in part from details of Assessors of Parochial Taxes, who were instructed, by law, to render such accounts of the property on which they levied. A duty, however, but indifferently performed; leaving an exact computation impracticable.—The table annexed, approximates to the relative proportion of Stock to Population.

The Thermometrical table indicates correctly an annual range of heat and cold; but no Pluvial nor Barometer records are to be found.

TRADE AND NAVIGATION.

PROGRESSIVE INCREASE OF TRADE AND TONNAGE.

SAINT JOHN AND OUT-PORTS.					SAINT ANDREWS.				
Years.	Imports.	Exports.	New Vessels	Tons.	Years.	Imports.	Exports.	New Vessels	Tons.
1787	No official records of amount for those years are to be found, nor prior to 1822, and consequently no value can be stated.		49	3,390	1824	No return of amount of Imports for the year 1824. The Collector estimates the exports at the am't given.	100,000	29	5,142
1795			16	1,181					
1805			12	1,621					
1815			99	14,005					
1824	593,719	417,143	60	16,488	1834	128,055	122,892	10	1,051
1831	577,212	402,211	48	7,649					
1834	*783,474	545,075	82	23,088					
1835	1,040,926	643,457	82	21,408					

Total amount of Imports in 1834.....£911,529

Ditto ditto Exports, „ 667,467

Difference.....£244,062

Of the 23,088 tons of shipping registered at Saint John in 1834, 2172 tons were built at Miramichi, &c.—The returns from Saint Andrews for 1835, were not received when these pages went to press.—The above difference is satisfactorily made up in Freights, &c. to the United Kingdom.

PROGRESSIVE VIEW OF VESSELS, MEN, &c. EMPLOYED IN GENERAL TRADE.

	ENTERED.				CLEARED.		
	Years.	Vessels	Tons.	Men.	Vessels	Tons.	Men.
Saint John and Out-Ports...	1824	914	219,567	9,961	898	227,720	10,014
	1830	1835	243,570	12,006	1781	239,433	11,427
	1831	1708	203,907	11,427	1710	212,734	10,319
	1834	2046	246,763	12,451	1968	256,225	12,336
	1835	2467	298,993	14,467	2261	322,200	14,556
Excess of 1834 over 1824..		1553	79,426	4503	1373	98,480	4542
Saint Andrews.....	1824	156	29,657	1406	175	33,993	1542
	1835	—	—	—	—	—	—

* This amount of general import is not far short of the whole amount from Great Britain to all the North American Colonies in 1800,—the total amount then being £937,324; and over the same in 1793—£829,086.—In 1835, the Imports at Saint John amounted to £902,139 Sterling; and the Exports to £257,667 Sterling.

TONNAGE ACTUALLY OWNED, VALUE, AND MEN EMPLOYED, IN 1834.

SAINT JOHN, &c.—Deep Sea and Foreign Trade,	38,742	Tons.	Men.	Total
Coastwise, Fisheris, and Inland Navigation,	20,921	59,663	2,675	value,
MIRAMICHI,		4,916	298	} £375,000 Currency.
SAINT ANDREWS,—Foreign,	8920			
Coastwise,	3200	12,120	664	
Total,.....		76,699	3,637	

Upwards of 5000 tons may be added for vessels built and owned in 1835, and a corresponding increase in other respects.—Saint John having, on the 1st January, 1836, 63,876 Tons of Shipping.

REMARKS.

Among the items of Export, may here be noticed, the produce of the Oriental Whale Fishery, being a new feature in trade. In 1834, 47,544 Gallons of Oil were exported; and in 1835, 140,464 Gallons of Sperm and other Whale Oil. No account of the Home or In-shore Fishery could be obtained, so as to warrant numerical statements.—262 clean *wet* fish—Cod, Hake, Pollock, Haddock—are equivalent to a quintal of 112 lbs. of *salted* dry fish of the same kind.—2009 lbs. dried Cod—one tun or 280 gallons—commonly called, at Newfoundland, Cod Liver Oil.—99 Seals also average one tun, or 280 gallons of Oil.—Oysters, 1s. per bushel from the beds.

It was not until the year 1787, that a separate establishment and registration of Vessels were made at the now Custom House for the newly-erected Province. At this period, the vessels built in New-York, Nova-Scotia, &c. &c. as far back as 1776, were registered *de novo*, amounting to forty-nine, and admeasuring 3390 tons—of which eighteen—1141 tons—were prizes. The earliest Custom House record extant here, is a book of entries and clearances, kept by the late James White, Esquire, then Deputy Collector of the "Port of Saint John, Nova-Scotia;" by which it appears that the largest vessel built in 1784 was 100 tons; and about that time the trade was carried on to Bermuda, New-York, the West Indies, &c. in craft of 20, 30, and 50 tons—two vessels of 100 and one of 150 tons entered and cleared. In the period of fifty years, 2500 nearly, entered; (see *tonnage column above*); and the amount owned, (76,699 tons in 1834,) exceeds that of Great-Britain engaged in the trades of Sweden, Denmark, Norway, and Prussia, in 1814. And it appears still further, that in 1834, not one solitary British vessel entered at the Port of London with a cargo of wood from Norway, whilst no less than 33,124 tons of Norwegian entered with timber. That during the whole six preceding years, only 41,467 tons of English had entered the UNITED KINGDOM from Norway, whilst 552,512 of their own (Norway) had arrived.—Such stubborn facts elicit the importance of Colonial Commerce to the nation.—(See *Simson, Bliss, and Porter.*) The vessels built in New-Brunswick are from 100 to 500, and 600 tons. To the inquirer into comparative national statistics, it may be observed, that the Imports at Saint Andrews in 1834, ... little short of those imported into all England in 1534; the latter being only £117,000 sterling.—Of the vessels registered at Saint Andrews, 2612 tons are owned at Saint Stephen.—Eight Steam Boats ply on the Bays of Fundy and Passamaquoddy, and the River Saint John.

It is eminently to be borne in mind, also, that at the last time of taking the census, towards the end of 1834, the adult or productive male population was only 32,447 whites, and 398 blacks—i. e. from sixteen upwards.

The following extract from Edwards' work on the West Indies and Trade and Resources of British America, affords further authentic information of the state of intercourse of those days between the Northern and Tropical Provinces:—

"Newfoundland," says he, "furnished the British West Indies with 806,459 quintals of fish; on an average of four years, ending with 1786. The only provisions exported to Jamaica, from Canada, Nova-Scotia, and St. John's, (i. e. Newfoundland,) between 3d April, 1783, and 26th October, 1784, were 180 bushels potatoes, and 751 blks.; and about 500 barrels of salted fish. Of lumber, the quantity was 510,984 feet; 20 bundles of hoops, and 801,324 shingles; and on an average of five years, from 1768 to 1772, the whole exports to Jamaica from Canada, Nova-Scotia, and Newfoundland, were only 33 barrels of flour, 7 blks. of fish, 8 barrels of oil, 3 barrel of tar, pitch, and turpentine; 36,000 shingles and staves, and 27,235 feet of lumber.

"From the Custom House returns, it appears that of 1298 cargoes of lumber and provisions imported from North America to the British Sugar Colonies in 1772, only seven of those cargoes were from Canada and Nova-Scotia; and that of 701 tonnage vessels and 1681 sloops, which had cleared outwards from North America to the British and Foreign West Indies, only 2 of the tonnage vessels and eleven of the sloops were from these Provinces; and it has been proved, that in the years 1779, 1780, 1781, and 1782, the scarcity in Canada had been such, as to occasion the export of all bread, wheat, and flour to be prohibited by authority; and in 1784, when a Parliamentary enquiry took place, concerning what supplies the West Indies might expect from Canada and Nova-Scotia, a ship in the river Thames was actually loading with Flour for Quebec."—*Tempora mutantur*; and it will be well to keep in mind the condition of the whole North American Continent in revolt and allegiance, at the period treated of. The American writer, *Brissot*, who cautiously refers to Edwards, in denunciation of the Northern British Provinces in 1786, probably never dreamt what they might be in 1836; nor would he, peradventure, believe, that, in a short time, the wheat flour of Canada was superseding that of the United States in this market, and that wheat flour grew, at the same time, in progress of shipment from the Thames and other ports in Great Britain to those of the wheat-growing United States themselves—and doing so, too, without "carrying coals to Newcastle." It may, therefore, in commerce and in agriculture, be justly said, however, as it is in war, to esteem too slightly, at any time, an opponent or a rival, a country or a colony, in relative conditions and operations.

INSURANCE, PRICES CURRENT, AND EXCHANGE.

MARINE INSURANCE, &c.				STAPLE PRODUCTS, &c.	
	Spring.	Fall.	Annual.		
To or from any Port in Great-Britain or Ireland,	2 p. ct.	3 to 4	10 a 12	TIMBER.*	White Pine, per ton, . 20s.
To or from West-Indies, Brazils, or East coast of South America,	2 „	2½	12		Red „ „ . 27s. 6d.
„ „ Azores, Mediterranean, Madeira, or Africa,	2 „	2	„		Spruce, „ „ . 12s. 6d.
„ „ Quebec, Halifax, or Newfoundland,	1½ „	2½ to 3	„		Pine Boards, per M. 50s.
„ „ Boston, New-York, or Philadelphia,	1 „	2½	„		Spruce Deals, „ . 53s. 4d.
Foreign risks for 12 months,—10 to 12 per ct.				FISH.	Red Oak Staves, „ . 90s.
Coasting do. do. 12 „ 15 „					Masts, per inch, .
Labrador Fishing Voyage, . 5 „ 6 „					Codfish, per qtl. 10s. a 12s. 6d.
Fire Risks according to situation,	1 „	1½ „	„		Scale do. „ „ 10s.
					Mackerel, brl. 17s. „ 20s.
				VESSELS. OIL.	Salmon, „ „ 60s.
					Smoked do. each, 2s. 6d. „ 3s. 6d.
					Shad, per brl. 30s.
					Alewives, „ 10s. „ 12s. 6d.
					Herrings, „ „ 17s. 6d.
					Smoked do. box, 2s. 6d. „ 3s.
					Sperm, per gal. 5s.
					Whale, „ 2s.
					Cod, „ 2s. 6d.
					Seal, „ 3s. 6d.
					Hull and Spars,
					Copper-fastened, per ton, 125s.
					Do. do.
					Iron-fastened, „ 100s.

* Official Value of Timber exported from Saint John, in 1835, £430,423 Sterling—£496,643 Currency.
 „ „ Fish do. do. 36,107 „ 41,663 „
 „ „ Oil do. do. 12,922 „ 14,910 „
 ————— £473,452 ————— £553,216

EXCHANGE BETWEEN THE UNITED KINGDOM AND NEW-BRUNSWICK.

£100 Sterling is equal to £111 2s. 2d. Commercial Currency, or 444 Dollars and 44 Cents in Spanish or American Dollars—400 of which are equal to £100 New-Brunswick Currency.

Imperial Duties, Crown Revenues, Government Contracts and Salaries are calculated at 4s. 4d. to the Dollar; therefore, in those cases, £100 Sterling are equal to £115 7s. 8d. Currency. In all other cases, the Dollar is valued at Five Shillings Currency. The only variation, therefore, in money affairs, arises from the state of the London and New-York Markets, by which the rate of Exchange between the countries is governed.

Average Premium of Exchange, at 60 days, on London, - £7 10s. per cent.
 Ditto „ „ 10 „ on New-York, - 1 „

Government Par, £115 7s. 8d. Currency.—Commercial Par, £111 2s. 2d. Currency.

TAXATION.

STATUTE LABOUR AND COUNTY RATES.

Statute Labour varies according to income, property, or capitation; at 5s. a 50s. per cap.—In the Country, other Taxes nominal; and in Saint John and Portland, the maximum on *all* assessed is 31s. per annum.

To the lightness of this important item of individual consideration and Provincial polity, the attention of all classes is particularly directed; whilst the Trade, Navigation and Revenue indicate the prosperity of the Province.

EMIGRANT TAX.

COLLECTED IN 1834.			COLLECTED IN 1835.		
Saint John, £1660	7	6	Saint John, £644	2	6
Bathurst, - 60	7	6	Saint Andrews, 18	3	4
Miramichi, - 17	5	0	West Isles, - 38	6	8
Richibucto, - 16	15	0	Miramichi, - 25	15	0
Dalhousie, - 5	15	0	Richibucto, - 10	15	0
St. Andrews, 428	1	8	Dalhousie, - 5	15	0
			Bathurst, - 7	16	8
Total...£2183	11	8	Total...£750	14	2

The proceeds of this Tax are applied solely for the relief of sick and distressed Emigrants, and proves most salutary in its effects.

During 1835, the amount was reduced, according to the accounts, to £750 14 2.

CROWN DUTY OR STUMPAGE ON FOREST WOOD.

On White Pine Timber, per Ton,.....	2s.
„ Red ditto, ditto,	2s. 6d.
„ Round Logs, for Boards, Plank, or Deals, per M. sup. feet, 3s.	6d.

This local Crown claim on Forest Timber was first exacted only so late as 1818. An evident instance how deeply the Government consulted the ability of the Colonies to bear an impost on their Wood Trade, even under all the protecting Acts from Foreign competition.

REVENUE.

PROGRESSIVE ADVANCE OF ORDINARY REVENUE, SINCE FIRST COLLECTED IN THE PROVINCE.

Amount collected in 1786.....	£742
" " 1789.....	962
" " 1794.....	1,569
" " 1803.....	3,731
" " 1814.....	25,878
" " 1824.....	44,670
" " 1834.....	51,653
" " 1835.....	66,265

AMOUNT OF REVENUE COLLECTED THE TWO LAST YEARS.

	1834.	1835.
	Currency.	Currency.
Under Acts of the Imperial Parliament, } £12,086 <i>Sterling</i> , }	£14,845 0 0	£11,820 16 9
Under Acts of the Provincial Legislature:		
Ordinary Revenue.....	45,220 13 0	60,716 15 3½
Sick and Disabled Seamen's Fund.....	1,759 13 2	2,041 11 1
Light House "	2,490 1 9	2,756 15 5
Emigrant "	2,183 11 8	750 14 2
Post Office—(no Official returns)—estimated at...	2,000 0 0	2,000 0 0
King's Casual and Territorial Revenue, } £23,292 <i>Sterling</i> , }	27,876 0 0	46,217 0 0

The difference in the Revenue collected in 1834 and 1835, under Acts of the Imperial Parliament, arises alike from the construction of Mills in the Province for the manufacture of Wheat Flour, and the great increase in the importations of that article from Canada; thereby causing a consequent decrease in the importations from the United States.

BANKS AND JOINT STOCK COMPANIES.

BANKS.	CAPITAL.	Amount of Notes in circulation	Amount of Specie on hand.	JOINT STOCK COMPANIES.
	£	£	£	
Bank of New-Brunswick,	100,000			New-Brunswick and Nova-Scotia Land Company, - - - £200,000
Charlotte County Bank, -	15,000			New-Brunswick Fire Insurance Company, - - - - - 30,000
Commercial Bank, - - -	150,000	83,823	24,493	Do. Mining Company, - - - 20,000
Central Bank, - - - - -	50,000			St. John Mills and Canal Company, 37,000
City Bank, - - - - -	100,000	} Not set in of circulation.		Do. Water Company, - - 20,000
St. Stephen's Bank, - - -	25,000			Do. Bridge Company, - - 20,000
Total Capital invested—	440,000			Do. Mechanics' Whaling do. 50,000
				Avon Bridge, Nova-Scotia, (one half) 4,000
				St. Andrews and Quebec Rail Road Company, - - - - - 750,000
				Chamcook Mill and Factory Co. 50,000
				East India Company, - - - 50,000
				Portland Mill and Tunnel Company, 75,000
				St. Stephen's Whale Fishing do. 50,000
				New-Brunswick Mill Company, - 100,000
				Central Fire Insurance Company, 50,000
				Saint John and Cumberland Stage Coach Company, - - - - 2,500
				Fredericton Hotel and Stage Co. 15,000
				Saint John do. do. - 25,000
				Lancaster Mill Company, - - 100,000
				Saint John & Saint Lawrence Rail Road Company, (via Richibucto) 100,000
				Bay Verte Canal Company, - - 100,000
				Shediac and St. John Rail Road do. 20,000
				Woodstock and Fredericton Stage Company, - - - - - 1,000
				Restook Upper Falls Company, - 50,000
				Restook Lower Falls Company, - 48,000
				Tobique Mill Company, - - - 75,000
				Fredericton Mill and Manufactu- ring Company, - - - - 50,000

N. B.—In further elucidation of the eminent enterprise of New-Brunswick, a comparative reference may justly be made to the original amount of Banking investments in other countries, with which the Province is intimately connected, some of whose foundations are nearly coeval with the establishment of the Colony.

In 1781 a 1803, there were 35 Banks in the United States, with capitals of \$26,707,000.—(The first, Bank of North America, \$800,000.)

1783.—The Bank of Ireland founded; capital, £600,000.

1744.—The Bank of Scotland increased its Stock to £200,000—the original, in 1695, being £100,000.

1694.—Bank of England, first consideration to Government, £1,200,000.

1701.—Capital increased to £2,201,000.

N. B.—The Acts of Incorporation of those Companies vary according to their character—some paying in a certain amount of capital instant: others receiving time.—They have power to increase stock to given amounts.—And it must be borne in view also, that, to insure the validity of the Corporations, large amounts, according to the capital incorporated and the object undertaken, are required to be actually paid in before they can go into operation.

MARINE DISTANCES.

From Liverpool to Saint John.....	2717 Miles.
„ Do. Miramichi.....	2630 do.
„ Do. Saint Andrews.....	2667 do.

The distance from Liverpool to Quebec, by the proposed Steam Vessel's route on the Atlantic, and Colonial Rail Roads, will be considerably less, via Halifax and Saint Andrews, than by New-York.

Inter-colonial comparisons in various branches of trade, have not been thought necessary to be introduced here, in establishing the claims and value of this Province's Statistical relations. It appears, however, by the only Official Returns attainable here, and quoted by other writers in England—that, in 1830, the Registered Tonnage owned in these Colonies, stood thus—Quebec, 28,372 Tons; New-Brunswick, 38,030 Tons; and that five years previous—1825—the total amount of Exports from Great-Britain to all the North American Colonies, was £2,244,245.

In page 17, the various places of commercial intercourse with the Province were enumerated; and with an official subdivision of the amount with each respectively, we shall conclude.

IMPORTS—SAINT JOHN—1835.

United Kingdom.	North American Colonies.	West Indies.	Africa.*	United States.	Foreign States.	
£495,721	£265,742	£49,607	£2,501	£88,026	£539	<i>Sterling</i>

Saint John.....Total—£1,040,000 Currency.

Saint Andrews.....estimated— 125,000 do.

TOTAL.....£1,165,000

EXPORTS—1835.

United Kingdom.	North American Colonies.	West Indies.	Africa.*	United States.	Foreign States.	
£431,000	£67,728	£32,481	£4572	£20,094	£1782	<i>Sterling.</i>

Saint JohnTotal—£643,457 Currency.

Saint Andrews.....estimated— 110,000 do.

TOTAL.....£753,457

* Hereafter, sales of Sperm Oil at the Cape of Good Hope, from the Oriental Whale Ships owned here, and thence transhipped to Great-Britain, may constitute another channel of trade with Africa, as it now has opened one with the home market.

The pledge given, to elicit, by plain records, the advancing prosperity of the Province, I now trust, has been fully and faithfully redeemed ; and, if, indeed, Time be considered the Parent of Political Wisdom ; and, if men will but listen to its warning voice—surely enough has appeared, for these last fifty years, in this portion of the British Dominions, to satisfy even the most reluctant mind—that Wisdom guided and directed the counsels of the Nation at home ; and, that happiness and success have crowned her paths and her policy abroad.

PRINCIPAL OFFICERS

IN THE

PROVINCE OF NEW-BRUNSWICK,

WITH THEIR PLACES OF RESIDENCE.

(For reference on business.)

His Excellency Major-General Sir ARCHIBALD CAMPBELL, Baronet,
G. C. B., &c. &c. &c., Lieutenant-Governor,—*Fredericton.*

The Honorable WARD CHIPMAN, Chief Justice, and President of the Legislative Council,—*Saint John.*

CHARLES SIMONDS, Esquire, Speaker of the House of Assembly,—*Saint John.*

The Venerable the Archdeacon COSTER,—*Fredericton.*

The Honorable THOMAS BAILLIE, Commissioner for Crown Lands and Forests ; Surveyor General ; and Senior Member of the Executive Council,—*Fredericton.*

JOHN ROBERTSON, Esquire, Mayor of Saint John.

The Honorable WILLIAM F. ODELL, Province Secretary,—*Fredericton.*

BEVERLEY ROBINSON, Esquire, Province Treasurer,—*Saint John.*

The Honorable CHARLES J. PETERS, Attorney-General,—*Fredericton.*

HENRY BOWYER SMITH, Esquire, Collector of His Majesty's Customs,—*Saint John.*

ALEXANDER GRANT, Esquire, Collector of His Majesty's Customs,—*Saint Andrews.*

JOHN WRIGHT, Esquire, Collector of His Majesty's Customs,—*Miramichi.*

Captain the Honorable AUGUSTUS ALMERIC SPENCER, (43d L. I.) Private Secretary to the Lieutenant-Governor,—*Fredericton.*

CHARLES DRURY, Esquire, Post Master and Registrar,—*Saint John.*

LAUCHLAN DONALDSON, Esquire, Chairman of the Chamber of Commerce, *St. John.*

ALEXANDER WEDDERBURN, Esquire, Emigrant Provincial Agent, resident at *St. John.*

NOTICE TO EMIGRANTS.

On arrival at this Port, Emigrants will observe that there is an Agent resident here, who will visit the vessels on board of which they may arrive, as soon as they are reported by the Medical Officer, and will render them advice and assistance in procuring Lands, or employment.

The Emigrant Offices are situated at the lower end of Prince William Street, and in the Market-Square, where attendance is given daily, and where plans of Crown Lands and private farms are kept for the inspection and information of Emigrants who may be desirous of becoming settlers or purchasers.

Emigrants should on no account remain in town idle, after arrival, as the expence of living at taverns is very great.

Steam-boats sail every morning at 7 o'clock for Fredericton, where they arrive in the course of the day, and will land passengers at any place on the River Saint John they may desire. Conveyances are also found to the flourishing Agricultural districts of Prince William, Woodstock, Kent, and the adjacent country in the County of York.

To the fertile district of Sussex Vale, in King's County, there are excellent roads, with water conveyances to Kingston, Hampton, Bellisle, and Washademoac, where there is much good land for settlement.

The vicinities of Gagetown, Grand Lake, and Oromocto, in the Counties of Queen's and Sunbury, offer fine fields for the labour of the willing workman—while Westmorland, and its districts of Hopewell, Dorchester, &c. present one of the richest countries for the Agricultural pursuits of Emigrants.

Artisans, Mechanics, and labourers of sober and industrious habits, need fear no want of employment in almost any part of the Province ; and they are cautioned not to let the appearance of the country in the vicinity of the city, or the persuasion of the loiterers whom they will meet about the streets on their arrival, lead them astray with the idea that they will not get employment here ; the contrary is the case—but those persons make it a practice to alarm the new comers, that they themselves may enjoy all the work at a high rate of wages.

The Crown Lands here are sold by Government at the lowest possible prices, and liberal terms of payment—and to the honest, the temperate industrious man, who is desirous of advancing his own interest, and the welfare of his family, no foreign land affords so fair a prospect for their attainment as New-Brunswick.

The Emigrant Agent will pay particular attention to the Certificates of character brought by Emigrants in quest of labour and employment, and recommend them accordingly.

Those who settle in the Province and are desirous of bringing out their families from Great Britain and Ireland, will receive every aid by applying to the Agent, who will, upon their arrival here, direct them how to proceed to join their friends in the interior.

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